APPLICATION FOR FINANCIAL ASSISTANCE Revised 4/99

IMPORTANT: Please consult the "Instruction completion of this form.	ons for Completing the Project Application" for assistance in	
- Started of this form.		
SUBDIVISION: City of Cincinnati	CODE# <u>061-15000</u>	
DISTRICT NUMBER: 2 COUNTY:	<u>Hamilton</u> DATE 9 / 18 / 2009	
CONTACT: Richard Szekeresh PHO (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDI	WILL BE AVAILABLE ON A DAY TO DAY DA SIGNATURE	
FAX_(513) 352-1581 E-MA	IIL <u>richard.szekersh@cincinnati-oh.gov</u>	
PROJECT NAME: Waldvogel Viaduo	ct Reconstruction	
SUBDIVISION TYPE FUNDING TY (Check Only 1) FUNDING TY	PE REQUESTED PROJECT TYPE S Enter Amount) (Check Largest Component)	
1. County $\sqrt{1}$. Grant S 6.000 $\sqrt{2}$. City 2. Loan S	Check Largest Component (Check Largest Component)	
3. Township3. Loan Assistan	nce S	
4. Village 5. Water/Sanitary District	4. Wastewater 5. Solid Waste	
(Section 6119 O.R.C.)	5. Sonu waste 6. Stormwater	
TOTAL PROJECT COST:S 47,000,000 FUNDING	NG REQUESTED:\$ <u>6.000.000</u>	
		Ž.
	RECOMMENDATION	
To be completed by	the District Committee ONLY	la s
GRANT:\$ 6,000,000 LOAN	ASSISTANCES	*
GRANT:\$ 6,000,000 LOAN SCIP LOAN: \$ RATE: % RLP LOAN: \$ RATE: %	TERM:yrs.	
RLP LOAN: \$RATE:%	ASSISTANCE:S STERM: yrs. STERM: yrs. STERM: White yrs. Sterm with the property of the property	
(Check Only 1)	8	
State Capital Improvement Program X_Local Transportation Improvements Program	Small Government Program	
- The second of		
		18.7
FOR OP	WC USE ONLY	
PROJECT NUMBER: C/C	APPROVED FUNDING: \$	
Local Participation%	Loan Interest Rate:	
OPWC Participation% Project Release Date: / /	Loan Term: years	
OPWC Approval:	Maturity Date:	
	SCIP Loan RLP Loan	

1.0	PROJECT FINANCIAL INFORMATIO	N·		
1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		\$	
	Preliminary Design \$. 00 . 00 . 00 . 00		
	Additional Engineering Services *Identify services and costs below.		.00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		\$ <u>.00</u>	
c.)	Construction Costs:		\$ <u>42,842,511.43</u>	
d.)	Equipment Purchased Directly:		\$	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		\$	
f.)	Construction Contingencies:		\$ <u>4,157,488.57</u>	
g.)	TOTAL ESTIMATED COSTS:		\$ 47,000,000.00	
*List A Service	additional Engineering Services here: e:	Cost:		

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	\$	
b.)	Local Revenues	\$_3,000,000.00	6%
c.)	Other Public Revenues	\$00	
	ODOT	\$ 13,811,225.00	81%
	Rural Development	\$	0170
	OEPA	\$.00	
	OWDA	\$.00	
	CDBG	\$	
	OTHER <u>Federal/OKI</u>	\$ 24,188.775.00	
	SUBTOTAL LOCAL RESOURCES:	\$ <u>38,000,000.00</u>	
d.)	OPWC Funds		
	1. Grant	\$ <u>6,000,0</u> 00.00	13%
	2. Loan	\$.00	10 70
	3. Loan Assistance	\$	
	SUBTOTAL OPWC RESOURCES:	\$6,000,000,00	
e.)	TOTAL FINANCIAL RESOURCES:	\$ <u>47,000,000.00</u>	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the <u>Chief Financial Officer</u> listed in section 5.2 certifying <u>all local share</u> funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 20082 Sale Date: 10/1/2010
STATUS: (Check one)

√ Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: <u>Waldvogel Viaduct Reconstruction</u>

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

River Road (U.S. 50) between Maryland Avenue and Evans Street in the Lower Price Hill community of Cincinnati.

PROJECT ZIP CODE: 45204

B: PROJECT COMPONENTS:

The major components of this project include removing the existing, deteriorated, half mile long, overhead viaduct and replacing it with widened roadway on grade with an improved alignment. The project also includes four new ramp bridges to and from Elberon and Warsaw Avenues at the west end of the project and new bridge spans to and from the Sixth Street Express at the east end of the project. The project also includes cul-de-sacing Burns, Church and Neave Streets, making Evans a right-in/right-out, and improving and expanding the intersection at State Avenue and River Road (U.S. 50)

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the entire project is 2,768 feet. The existing, deteriorated, half mile long, overhead, viaduct will be removed. At the east end of the project a 154' long by 125' wide, steel beam bridge will be constructed to bring all traffic down to a widened River Road (U.S. 50). River Road itself will be widened from 40' to as much as 98' to accommodate four lanes of traffic in each direction. At the west end of the project four steel beam, ramp bridges of lengths of 400', 575', 705', and 882'long by 33' to 37' wide will be constructed to move traffic to and from Elberon and Warsaw Avenues.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: <u>52,500</u> Year: <u>2006</u> Projected ADT: <u>53,400</u> Year: <u>2026</u>

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: <u>50 Years.</u>

Attach <u>Registered Professional Engineer's statement</u>, with <u>original seal and signature</u> confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

	TOTA	\$ 47,000,000.00		
	TOTA	\$		
4.0	PRO			
			BEGIN DATE	END DATE
	4.1	Engineering/Design:	11/20/1995	12/27/2009
	4.2	Bid Advertisement and Award:	08/19/2010	10/01/2010
	4.3	Construction:	04/04/2011	10/31/2012
	4.4	Right-of-Way/Land Acquisition:	04/30/2009	07/29/2010

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	
5.2	CHIEF FINANCIAL OFFICER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	Joe Gray Director of Finance Room 250, City Hall 801 Plum Street Cincinnati, Ohio 45202 (513)352-5372 (513)352-2370 joe.gray@cincinati-oh.gov
5.3	PROJECT MANAGER TITLE STREET CITY/ZIP PHONE FAX E-MAIL	Don Gindling Principal Construction Engineer Room450, City Hall 801 Plum Street Cincinnati, Ohio 45202 (513) 352-1518 (513) 352-1581 don.gindling@cincinnati-oh.gov

Changes in Project Officials must be submitted in writing from the CEO.

^{*} Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating <u>all local share</u> funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's <u>original seal or stamp and signature.</u>
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components <u>and</u> potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David Holmes, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

Signature/Date Signed

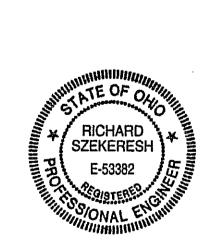
September 18, 2009

Subject:

Waldvogel Viaduct Reconstruction

Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life for the project is at least 50 years.



Richard J. Szekersh, P.E. Principal Structural Engineer City of Cincinnati

, <u>Line # Item Number</u> <u>Description</u>	Quantity	<u>Units</u>	<u>Unit Price</u>	Extension
Supplemental Description Group 0001: ROADWAY	•			
20001 201E11000 4 CLEARING AND GRUBBING 0002 202E23000 PAVEMENT REMOVED	7,902.000 37,902.000		\$6.65901	\$252,389.80
0003	52 073 000 179.000	SF4 State of the s	\$1,29625 \$7.92136	\$1,417.92
0005 202E30204 25STEPS REMOVED 0006 202E32000 CURB REMOVED	2000 13,923.000	Alfsey 145 145 145 145 145 145 145 145 145 145	\$7,23190	\$100,689.74
TO STATE OF THE PROPERTY OF TH	15,009.000		\$1.91627/c	\$113,215.29
EMBANKMENT 0010 204E10000 SUBGRADE COMPACTION	49,900,000 43,556.000		\$6,687/23\/ \$1.12410	\$48,961.30
001/12/204E/130004 EXCAVAITONOF SUBGRADE 0012 204E30010 GRANULAR MATERIAL, TYPE B	5254 0001 1,108.000		\$28.84852	\$50,690,927 \$31,964.16
0013:: 204E50000 GEOTEXTILE FABRIO 0014 602E97000 MASONRY, MISC.:	3.269.000 98.000		\$80.04650	\$5,257.80 \$7,844.56
Brick Pavers 001524606E13000 GUARDRAIL TYPE 5 0016 607E20000 FENCE, TYPE CL	796.000		\$13122B52 \$14.09428	\$5,622,02 \$11,219.05
0017 608E 0000 4 GONGRETE WALK 0018 608E12000 5" CONCRETE WALK	91/47/0000 32,240.000		\$3.47 <u>109</u> \$4.27000	\$32,81975 \$137,664.80
0019 608E40000 C EONGRETE STEPS TYPE A 0020 608E49000 CURB RAMP	40,000 13,000		\$139143038	\$5,138.82
0021 622E 00602 CONGRETE BARRIER SINGUE SPOPE 0022 622E10140 CONCRETE BARRIER, SINGLE SLOPE	34.000	FT	\$85.81000 \$83.87000	\$2,145,25 \$2,851.58
0023 622E10160 CONGRETE BARRIER SINGLE SLOPE 0024 653E10000 TOPSOIL FURNISHED AND PLACED	2/017/0008		\$28.43815	\$8,958.02
		Total f	for Group 0001: \$1,409	,636.08
Group 0002: EROSION CONTRO				
0025 659E10000 SEEDING AND MULCHING 0026 659E35000 WATER	27/979 000 (22.000	与建筑的外部工业企业 中国	\$0.37.809 \$2.43086	\$10,57,8758 \$10,157,8758 \$53.48
1:06:01PM Thursday, April 09, 2009			· .	Page 2 of 21

Line # Item Number <u>Description</u> <u>Supplemental Description</u>

Quantity Units

Total for Group 0002: \$10,632.06

Group 0003: DRAINAGE

Group 0003: DRAINAGE				
0027 202E35100	2,687,000		SAN'ATAINE SE ST	\$56 SM984079
PIPE REMOVED 24 AND UNDER TO 0028 202E35200	373.000	FT	\$21.55161	\$8,038.75
PIPE REMOVED, OVER 24"		MEAGHRAD STE		
MANHOLE REMOVED AS REPORTED AND AND AND AND AND AND AND AND AND AN			\$393.26[24]	\$81651575
0030 202E58100 CATCH BASIN REMOVED	69.000	EACH	\$198.25119	\$13,679.33
U0031 202E58700 LEMANHOLE ABANDONED	29/000	EACH	3850100000	17 17 18 18 18 18 18 18 18 18 18 18 18 18 18
0032 202E62000	31.000	EACH	\$400.0000	\$12,400.00
JUNCTION BOX REMOVED	S 15000		\$10,000,000,00	
REMOVAL MISON STORMWATER DIV	ERSION CH	AMBER 4		\$10,000,00
0034 601E32204 ROCK CHANNEL PROTECTION, TYPE	93.000 C WITH FA	CY BRIC FILTER	\$80.25291	\$7,463.52
10035 1603E02401 11 11 14 10 13 13 13 13 13 13 14 14 14 17 13 13 13 13 13 13 13 13 13 13 13 13 13	學學20000年		570100000	\$17,0000
0036 603E04408	392,000	FT	\$55.00000	\$21,560.00
12" CONDUIT, TYPE B, 748.01, AS PER	RPLAN 14886 0002		150 S 357 1685 F 15 15 15 15 15 15 15 15 15 15 15 15 15	\$29,858,870
0038 603E05900	389.000			
15" CONDUIT, TYPE B	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	en de la companya de La companya de la co	\$51.88234	\$20,182.23
0039 1603E05901 CARLES AS PER PLANS	1111000		V-V-S74-70106	GB/291882
0040 603E06100 15" CONDUIT, TYPE C	15.000	FT	\$53.07259	\$796.09
60046144603E07400	346/000		\$ \$54112968 \$ \$0VA	
0042 603E07401	· 143.000	FT	\$116.78112	\$16,699.70
18" CONDUIT, TYPE B, 706.02, AS PER				
FIE 18 GONDUIT TYPE CHEET FIRE			\$46.2/2/196 346.2/2/196	\$ \$64.961172/B2
0044 603E10400 24" CONDUIT, TYPE B	1,074.000	FT	\$65.83318	\$70,704.84
35004543603E40401E495503F43F4F4F4F4	354,000		\$15416178	\$54,502,65)
0046 603E10600	355.000	FT	\$59.33724	\$21,064.72
24" CONDUIT, TYPE C 20047/ 1603E18400	1243,000		582 25562	
280 CONDUIT TYPE BARY TO THE				10191884P
0048 603E13401 30" CONDUIT, TYPE B, 706.02, AS PER	404.000 PLAN	FT	\$97.00000	\$39,188.00
0049 4603E97010 SLOTTED DRAIN TIYPE 21	= 110.0002		5163 074916	\$12,638-21
0050 604E00400	47.000	EACH	\$2,144.32821	\$100,783.43
CATCH BASIN, NO. 3	(* 20:000 L	Everiors	\$1,651,58936	
©ATCH BASIN NO 3A 0052 604E02000			国的企业工业企会企业工程的	988(0807.9) 1
CATCH BASIN, NO. 6	4.000	EACH	\$1,398.55645	\$5,594.23
0053 604E04100 EGATCHBASIN NO 2-2A	8.000	EACH CARRY	\$900,00000	\$7/200.00
0054 604E04500	6.000	EACH	\$925.99169	\$5,555.95
1:06:01PM Thursday, April 09, 2009		•	· ·	
· %)				Page 3 of 21

<u>Line#</u> <u>Item Number</u> <u>Description</u> <u>Supplemental Description</u>	Quantity	<u>Units</u>	<u>Unit Price</u>	Extension
CATCH BASIN, NO. 2-2B				
GATCH BASIN NO. 2.34 0056 604E09500 CATCH BASIN RECONSTRUCTED TO	2.000	EACH EACH	\$1984,02601 \$891,10303	\$1,782.21
0057631604E117700		AEACH A	\$3750010000015	57.000000
0058 604E31500 MANHOLE, NO. 3	42.000	EACH	\$2,089.45105	\$87,756.94
00591 604E32100 DEMANHOLE NO 52 0060 604E34500 MANHOLE ADJUSTED TO GRADE		EAGH EACH	\$368.61060	\$5,529.16
0061 604E35500 CONSTRUCTED TO GRADE WANHOLE RECONSTRUCTED TO GRADE 0062 605E14000	4/438,000 ADE 7/4-31 8,927.000	非多量物的	\$1,027,24138 S 16,43539 \$5,43539	\$39,085,17
6" BASE PIPE UNDERDRAINS	3 × 108:000		ψο.40009	\$48,521.73 \$1080000
0064 670E00700 DITCH EROSION PROTECTION	453.000		\$2.70221	\$1,224.10
DITOTI ENCOION TROTECTION			Total for Group 00	03: \$888,263.94
Group 0004: PAVEMENT				
REMAGGREGATE BASE A FREE BASE	40.786.000s	OY# SET	\$30,46205	\$1242425577
0066 451E16000 12" REINFORCED CONCRETE PAVEM	36,354.000 ENT	SY	\$55.39138	\$2,013,698.23
0067 0452E12000 TO THE PAY	742 000	SY	\$37,859211	\$28,091.58
0068 452E15000 12" NON-REINFORCED CONCRETE PA	3,850.000 VEMENT	SY	\$56.20000	\$216,370.00
0069 609E260000 CURBET/PE 6	11-985,000		312:80000 - 15:50 Constant of the constant of	
			Total for Group 0004	1: \$3,648,000.43
Group 0005: LIGHTING 0070 625E00500	338.000	EACH	# 50,0000	N 4
CONNECTOR KIT, TYPE II (Y-FUSED)		LACIT	\$50.00000	\$16,900.00
0071 625E01500 CABLE SPIGING KIT 0072 625E10481 LIGHT POLE, DECORATIVE, AS PER PL	47.000	EACH EACH	\$67,43029 \$1,000.00000	\$47,000.00
(TYPE P3) 2007638 625E104816 22LIGHTEPOLE DECORATIVE AS PER PI	2/000	EAGLIGES	3 / 5/1/500/00000 / F	\$
0074 625E10481 LIGHT POLE, DECORATIVE, AS PER PL	114.000	EACH	\$1,500.00000	\$171,000.00
LOCALIGHTEROLE ANCHOR BOLTS ON STRU	5.018.000	PERPLAI	\$30.00000 \$1.00000	\$19,800.00 \$45,018.00
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<u>Line # Item Number</u> <u>Description</u> <u>Supplemental Description</u>	Quantity	<u>Units</u>	<u>Unit Price</u>	Extension
CONDUIT, 2", 725.04	BLER	FT	\$3.00000	\$42,693.00
CELUMINAIRE DEGORATIVE AS RERICI WAS REPORTED TO THE PROPERTY OF THE PROPERTY	8.000	EACH EACH	\$750.00000 \$750.00000	\$35,250,000 \$6,000.00
LUMINAIRE, DECORATIVE, AS PER PI (TYPE P2) 008143-625E27651 PUMINAIRE: DECORATIVE AS PER PI		LEACH!	\$7,50,00000	3,585,500,00
0082 625E29900 JUNCTION BOX		EACH	\$1,041.64759	\$24,999.54
0084 625E34001 POWER SERVICE, AS PER PLAN	8.000		\$2.317/7,8569. \$3,037.47166	\$28,177,748 \$24,299.77
HIGH VOLTAGE TEST	1862 <u>- 11000</u> 1862 - 1864		Total for Group 0005: \$5	551,535.77
Group 0006: TRAFFIC CONTRO 0086 630E02100	511.000	FT	\$9.57319	\$4,891.90
GROUND MOUNTED SUPPORT, NO. 2 0087 630E08-00 GROUND MOUNTED SUPPORT, NO. 3 0088 630E04100	#249 000 POST 4		\$7.065792.7.4.2.3.2.3.2.3.2.3.2.3.2.3.2.3.2.3.2.3.2	\$342.71
GROUND MOUNTED SUPPORT, NO. 4 0089; 630E08520; STREET NAME SIGN SUPPORT, NO. 6 0090 630E08530	POST		\$15.00000	15780602
STREET NAME SIGN SUPPORT, NO. 4 1,00914-630E30400-44-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4	POST #1000# 930 DESIG	EACHE NE	\$5,000,00000	\$945.00
0092 630E35500 OVERHEAD SIGN SUPPORT, TYPE TC 0093 630E45500 7 50VERHEAD SIGN SUPPORT TYPE IC	运送第1000第	SN 6	\$20,319.14711 \$27,816;23395;	\$40,638.29 \$27,816.28
0094 630E80100 SIGN, FLAT SHEET 50095 630E80200	315.000	SF	\$13.66311	\$4,303.88
O096 630E80224 SIGN, OVERHEAD EXTRUSHEET	428.000		\$15,00000 \$16.87884	\$3115,00 \$7,224.14
0097-1630E87/1005- TASIGNERECTED FLATSHEET 0098 630E84000	3.000	EACH	\$3,500.00000	\$852597 \$10,500.00
CONCRETE BARRIER MEDIAN OVERH 2009916 630E84510 RIGID OVERHEAD SIGN SUPPORT FOI 0100 630E84900	3 000 UNDATION 146 000	EACH EACH	\$3.08486487.55 \$8.37331	\$1,222.50
REMOVAL OF GROUND MOUNTED SIG 0101 630E85100 REMOVAL OF GROUND MOUNTED SIG 0102 630E86002 REMOVAL OF GROUND MOUNTED PO	3,000 NAND REE 77,000	EACH RECTIO EACH	\$11 63729	\$1381119
1:06:01PM Thursday, April 09, 2009	CT GOFFOR	ANU L	JIGF UGAL	Page 5 of 21

Line # Item Number	Quantity Units	<u>Unit Price</u>	Extension
<u>Description</u> Supplemental Description			
	11-11-34/0001 EAGHE	######################################	3370000
0104 630E87400	9.000 EACH	\$81.35338	\$732.18
REMOVAL OF OVERHEAD MOUNTE	D SIGN AND DISPOSAL	37	\$ 55.46D
REMOVAL OF POLEMOUNIED SIGN 0106 630E87520		\$73.54803	\$73.55
REMOVAL OF POLE MOUNTED SIGN		φ73.34603	
REMOVAL OF OVERHEAD SIGN SUP 0108 646E10000	PPORT AND DISPOSAL		\$2.239.00 \$2.239.00 \$4.00 \$6.00 \$4.0
EDGE LINE	2.740 MILE	\$2,113.65519	\$5,791.42
0109E 646E10100 = 124	TELESTISSO MILETERS	\$1210.475748	32, 203 (7) 31, 32, 32, 33, 33, 33, 33, 33, 33, 33, 33
0110 646E10200 CENTER LINE	0.870 MILE	\$5,124.15435	\$4,458.01
CONTROL OF THE STATE OF THE STA	4月94月000年月10日 11日 - 11日	3 61:49240 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	52/896 7/ 70
0112 646E10400 STOP LINE	189.000 FT	\$10.76922	\$2,035.38
CROSSWALKTINE	(1) 1/1/01/00 (2) 1/1/1/2 (2) 1/1/2	87/50000 (A)	W 23.0% \$89.7/5 000
0114 646E10600 TRANSVERSE/DIAGONAL LINE	755.000 FT	\$5.93681	\$4,482.29
2011572646E20300 17 (0) 11572	EAGHELE	\$145/33422	317 \$21084 68 7 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
0116 646E20500 DOTTED LINE	150.000 FT	\$10.0000	\$1,500.00
	•	T-1-1 f 0 0000	04E7 FO4 OO
		Total for Group 0006:	\$157,521.63
Group 0007: TRAFFIC SIGNAL	S	Total for Group 0006:	\$157,521.63
Group 0007: TRAFFIC SIGNAL	049770000000 ENERGY SERVICE	10tal for Group 0006:	\$157,521.63
0117 625E23400	049770000000 ENERGY SERVICE		
0117 625E23400 NO 10 AWG POLE AND BRACKE C 0118 625E25010 CONDUIT, 3/4", 725.05 0119 625E25402	#1977(01000 FTF #11) ABUE 1977	\$07,986	\$15818.00
0117 625E23400. 625E23400. 625E23400. 625E25010 CONDUIT, 3/4", 725.05 0119 625E25402. 625E25402. 625E25500	1977(01000 FT) 11 ABILE 10.000 FT	\$0.79985/\displays	\$15.818.087 \$50.00
0117 625E23400 NO 10 AWG POLE AND BRACKET C 0118 625E25010 CONDUIT, 3/4", 725.05 0119 625E25402 GONDUIT 22 725:05 0120 625E25500 CONDUIT, 3", 725.04	1977,010009 FT ABLED 10.000 FT 10.000 FT	\$07/9985/ \$5.00000 \$5.22907/	\$15.818.037 \$50.00 \$74.624.05
0117 625E23400. CONDUIT, 3", 725.04	1977/0/0009 FT ABLE 1977 1000 FT 10.000 FT 14/271-000 FT 496.000 FT	\$5.00000 \$5.00000 \$5.22907 \$16.73973	\$15.818.08 \$50.00 \$7,4.624.05 \$8,302.91
0117 625E23400 NO 10 AWG POLE AND BRACKE C 0118 625E25010 CONDUIT, 3/4", 725.05 0119 625E25402 GONDUIT 21 /25.05 0120 625E25500 CONDUIT, 3", 725.04 0121 625E25502 GONDUIT, 81, 725.05 0122 625E25600 CONDUIT, 4", 725.04	19:77:0:000 FT	\$5.00000 \$5.00000 \$5.22907 \$16.73973 \$5.81286 \$24.35149	\$1,5,81,6,03 \$50.00 \$7,4,62,4,05 \$8,302.91 \$6,16,38 \$9,545.78
0117, 625E23400 NO 10 AWG POLE AND BRACKETC 0118 625E25010 CONDUIT, 3/4", 725.05 0119, 625E25402 CONDUIT, 2-725.05 0120 625E25500 CONDUIT, 3", 725.04 0121, 625E25502 CONDUIT, 8H-725.05 0122 625E25600 CONDUIT, 4", 725.04 0123, 625E262511 W	19:77:0:000 FT	\$5,00000 \$5,00000 \$5,22907 \$16,73973 \$16,73973 \$24,35149	\$15,816,037 \$50.00 \$74,624,06 \$8,302.91 \$61,638 \$9,545.78
0117, 625E28400 NO 10 AWG POLE AND BRACKETC 0118 625E25010 CONDUIT, 3/4", 725.05 0119, 625E25402 CONDUIT, 22-725.05 0120 625E25500 CONDUIT, 3", 725.04 0121 625E25502 160NDUIT, 81-725.05 0122 625E25600 CONDUIT, 4", 725.04 0123, 625E262511 CONDUIT, 4", 725.04 0124 625E29002 TRENCH, 24" DEEP	1977/01000 FT ABLE 1977 10.000 FT 14,271,000 FT 496.000 FT 392.000 FT 42,000 FT 42,000 FT 42,000 FT	\$5,00000 \$5,00000 \$5,22907 \$16,73973 \$5,81486 \$24,35149 \$3,18,97,982 \$5,71218	\$15.816.03 \$50.00 \$57.4.624.05 \$8,302.91 \$9,545.78 \$9,545.78
0117 625E28400 NO 10 AWG POLE AND BRACKE IC 0118 625E25010 CONDUIT, 3/4", 725.05 0119 625E25402 GONDUIT 22 725.05 0120 625E25500 CONDUIT, 3", 725.04 0121 625E25502 GONDUIT 84-725.05 0122 625E25600 CONDUIT, 4", 725.04 0123 625E2625111 IUMINAIRE CONVENTIONAL ASIRE 0124 625E29002 TRENCH, 24" DEEP 0125 625E2901018	19:77:0:000 FT 10:000 FT 10:271:000 FT 496:000 FT 106:000 FT 392:000 FT 20:001 EAGH 7: FR 155:000 FT	\$5.00000 \$5.00000 \$5.22907 \$16.73973 \$5.81286 \$24.35149 \$5.71218	\$15.816.037 \$50.00 \$74.624.05 \$8,302.91 \$616.36 \$9,545.78 \$9,545.78
0117, 625E23400 NO 10 AWG POLE AND BRACKE C 0118 625E25010 CONDUIT, 3/4", 725.05 0119, 625E25402 GONDUIT 22, 725.05 0120 625E25500 CONDUIT, 3", 725.04 0121 625E25502 GONDUIT, 81, 725.04 0122 625E25600 CONDUIT, 4", 725.04 0123 625E2600 CONDUIT, 4", 725.04 0124 625E29002 TRENCH, 24" DEEP 0125 625E29010 TRENCH 30' DEEP 0126 625E30701 PULL BOX, 725.08, 18", AS PER PLAN	19:77:0:000 FT 10:000 FT 10:271:000 FT 496:000 FT 106:000 FT 20:000 FT 155:000 FT 287:000 FT 3.000 EACH	\$5.00000 \$5.00000 \$5.22907 \$16.73973 \$24.35149 \$318!37982 \$5.71218 \$10.000000 \$695.03332	\$15.816.03 \$50.00 \$7.46.24.05 \$8,302.91 \$8,302.91 \$9,545.78 \$9,545.78 \$885.39 \$2,870.00 \$2,085.10
0117, 625E23400 NO 10 AWG POLE AND BRACKETC 0118 625E25010 CONDUIT, 3/4", 725.05 0119, 625E25402 GONDUIT, 2-1/25/05 0120 625E25500 CONDUIT, 3", 725.04 0121, 625E25502 CONDUIT, 8", 725.04 0122 625E25600 CONDUIT, 4", 725.04 0123, 625E262511 LUMINAIRE CONVENTIONAL AS PEOUL AS PEOU	19:77:0:000 FT 10:000 FT 10:271:000 FT 496:000 FT 106:0000 FT 20:000 FT 20:000 FT 287:000 FT 287:000 FT 3.000 EACH 1 4 000 EACH	\$5,00000 \$5,00000 \$5,22907 \$16,73973 \$16,73973 \$24,35149 \$3,18,37,982 \$5,71218 \$5,71218 \$695,03332	\$15,816,037 \$50.00 \$74,624,06 \$8,302.91 \$8,302.91 \$9,545.78 \$9,545.78 \$885.39 \$2,870,000 \$2,085.10
0117, 625E28400 NO. 10 AWG POLE AND BRACKETC 0118 625E25010 CONDUIT, 3/4", 725.05 0119, 625E25402 EONDUIT, 21-725.05 0120 625E25500 CONDUIT, 3", 725.04 0121, 625E25502 CONDUIT, 4", 725.04 0122 625E25600 CONDUIT, 4", 725.04 0123 625E262510 LUMINAIRER CONVENTIONAL ASPE 0124 625E29002 TRENCH, 24" DEEP 0125 625E29010 TRENCH 30 DEEP 0126 625E30701 PULL BOX, 725.08, 18", AS PER PLAN 0127 625E30707 PULLBOX, 725.08, 18", AS PER PLAN 0128 625E32000 GROUND ROD	19:77:0:000 FT 10:000 FT 14:27:1000 FT 496:000 FT 496:000 FT 392:000 FT 155:000 FT 287:000 FT 3.000 EACH 7.000 EACH	\$5,00000 \$5,00000 \$16,73973 \$16,73973 \$24,35149 \$24,35149 \$5,71218 \$5,71218 \$5,71218 \$10,000000 \$695,03332 \$790,83302	\$1,5-816-03 \$50.00 \$574-624-05 \$8,302.91 \$8,302.91 \$9,545.78 \$9,545.78 \$885.39 \$2,085.10 \$2,085.10
0117 625E23400 NO 10 AWG POLE AND BRACKETC 0118 625E25010 CONDUIT, 3/4", 725.05 0119 625E25402 GONDUIT 22 725:05 0120 625E25500 CONDUIT, 3", 725.04 0121 625E25600 CONDUIT, 4", 725.04 0122 625E25600 CONDUIT, 4", 725.04 0128 625E26251 LUMINAIRE GONVENTIONAL ASTRE 0124 625E29002 TRENCH, 24" DEEP 0125 625E29010 ITRENCH 30 DEEP 0126 625E30701 PULL BOX, 725.08, 18", AS PER PLAN 0127 625E30707 PULL BOX, 725.08, 18", AS PER PLAN 0128 625E32000 GROUND ROD 0129 630E79000 SIGN HANGER ASSEMBLY, SPAN WI	19/7/01000 FT	\$5,00000 \$5,00000 \$5,22907 \$16,73973 \$16,73973 \$24,35149 \$3,18,37,982 \$5,71218 \$5,71218 \$695,03332	\$15,816,031 \$50.00 \$50.00 \$74,624,05 \$8,302.91 \$8,302.91 \$9,545.78 \$9,545.78 \$885.39 \$2,870,00 \$2,085.10
0117 625E23400 NO 10 AWG POLE AND BRACKETC 0118 625E25010 CONDUIT, 3/4", 725.05 0119 625E25402 GONDUIT, 22 725.05 0120 625E25500 CONDUIT, 3", 725.04 0121 625E25502 TGONDUIT, 4", 725.04 0122 625E25600 CONDUIT, 4", 725.04 0123 625E2625 1124 625E2625 0124 625E29002 TRENCH, 24" DEEP 0125 625E29010 TRENCH, 30 DEEP 0126 625E30701 PULL BOX, 725.08, 18", AS PER PLAN 0127 625E30707 PULL BOX, 725.08, 18", AS PER PLAN 0128 625E32000 GROUND ROD 0129 680E79000	19/7/01000 FT	\$5,00000 \$5,00000 \$16,73973 \$16,73973 \$24,35149 \$24,35149 \$5,71218 \$5,71218 \$5,71218 \$10,000000 \$695,03332 \$790,83302	\$15.81.9037 \$50.00 \$7.4.62.4.057 \$8,302.91 \$9,545.78 \$9,545.78 \$885.39 \$2,085.10 \$2,085.10

<u>Line # Item Number</u> Description	Quantity Units	<u>Unit Price</u>	Extension
Supplemental Description			
SIGN, FLAT SHEET			
01813 631E85000 EE	POOD EACHTERS	37 3500 000007	\$500,000
0132 632E05004	2.000 EACH	\$500.00000	\$1,000.00
VEHICULAR SIGNAL HEAD, (LED), 3- 40193 632E050611 40193 632E050611 40193 632E050611 40193 632E050611 40193 632E050611	-SECTION, 12" LENS, 1-WAY,	, POLYCARBONATE	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
0134 632E05084	3.000 EACH	\$1,000,00000	\$3,000.00
VEHICULAR SIGNAL HEAD, (LED), 5-	SECTION, 12" LENS, 1-WAY	POLYCARBONATE	AVIII COMMON COM
10/136 692E2072(34) 36 14 15 15 15 15 15 15 15 15 15 15 15 15 15	TYPE DZ: AS PERIPEAN S.	\$16.00 S 10.00	44.54.54.52.51.4168.
0136 632E25001 COVERING OF VEHICULAR SIGNAL	7.000 EACH HEAD, AS PER PLAN	\$31.03619	\$217.25
0197, \$682 E26010. GOVERING OF REDESTRIAN SIGNAL	ELEMENTATION OF FLACILITY OF THE PARTY.	1524 (1899)	\$25,000
0138 632E26001 PEDESTRIAN PUSHBUTTON, AS PEI	2.000 EACH	\$274.05803	\$548.12
\$10139 \$5632 E2650 13 \$1555 \$155 \$1555 \$1	ALS A 4000 TEACH AS	0.000 0.000	F-1412 # 5F-54-028 HUE
DEJECTOR LOOP AS REPURIAN 0140 632E30200	400.000 FT	\$7.62485	\$3,049.94
MESSENGER WIRE, 7 STRAND, 3/8"	WANTER GOOD OF THE PARTY OF THE	RIES	\$300988BB
SIGNALICABLE 7 CONDUCTOR NO 0142 632E64001	JAWG 3.000 EACH	時期建踏在哲學 经通过法	
STRAIN POLE FOUNDATION, AS PER	R PLAN	\$3,080.11311	\$9,240.34
AND REDESTAL FOUNDATION AS PERIP	LAN	\$635.82448 \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	\$4,507,46°
0144 632E65300 LOOP DETECTOR LEAD-IN CABLE, 2	193.000 FT CONDUCTOR NO 14 AWG	\$1.56610	\$302.26
C0145: +682E68:101 POWER CABLET DE ONDUCTION NO	sambook 2214 2401111111120 Franchische Schrift Schrift		7. F. V. S. 14. O. 17. O. 1
0146 632E69600	40.000 FT	\$4.00000	\$160.00
SERVICE CABLE, 2 CONDUCTOR, NO. 101476, 632E70001151 PROMER SERVICE AS PER PLANS	J. 4 AWG	\$1,226,68397	\$2616B
0148 632E70300	1.000 EACH	\$421.05977	\$421.06
CONDUIT RISER, 1-1/2" DIAMETER	SHEE 3000 EACHESTEE	·	Ψ421.00
STRAIN POLEMYRETTO 81410 DESIG	SN 5 PAS PER PLAN	U. S. 34.278.9671 U. S. 2000	444 (1225) 248 (6188) 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
0150 632E89501 PEDESTAL, 3', AS PER PLAN	2.000 EACH	\$450.00000	\$900.00
ENOIS 12 632 E8970 PER PLANSEY	ZA, ZALOOD JEAGHUS AND	10 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	36001007
0152 632E90100 REMOVAL OF TRAFFIC SIGNAL INST	1.000 EACH	\$1,576.18704	\$1,576.19
(40/156元:688E0/15016。元华高克尔马克克克	ELECTION OF LEAGH PRINTERS	\$12/466/47/859/ S9: E3: E4:	TVENES \$121465145
O154 633E67200	MOHICABINE PTYPETES 2 AS 1.000 EACH	SPER PLAN \$2.16.08135	\$216.08
CONTROLLER WORK PAD			•
		Total for Group 0007:	\$184,188.47
Group 0008: BUILDING DEMOL	ITION		
70/155 202E56 100 SEE TO SEE T	4.000 EAGH	4,\$10 ,000,00000	\$40,000.00
		Total for Group 0008	\$40,000.00

Line # Item Number Description Supplemental Descri	intion	Quantity	<u>Units</u>	<u>Unit Pric</u>	<u>e</u>	Extension
Group 0009: STRU						•
0156 202E11500 PORTIONS OF STRU			EACH	\$5,000.0000	0	\$5,000.00
10157 526E300007 T		1273,000	SY :::: 170): 3	A\$11811 8650		43. 75. 75. 25. 17. 514. 155 51. 51. 51. 51. 51. 51. 51. 51. 51. 51.
	Target and Cale		to the state of th	Total for Gr	oup 0009:	\$236,514.15
Group 0010: MAIN	TENANCE OF	TRAFF	IC		•	·
0158 614E11300 SPECIAL - WORK ZO		4L	EACH	\$13,633.5144	4	\$27,267.03
10159 614E12336 WORK ZONE IMRAG	TATTENUATOR (U	14'000 Nidirecti	HEACH! IONAL)	当時では、1977年 1977年		538500.00
0160 614E20200 WORK ZONE LANE L		2.300 6, TYPE i	MILE	\$3,795.2203		\$8,729.01
0.01618 614E21200 814 WORKZONEGENIE	RLINE, CLASSIL 7		E DESER	\$7,928,984 \$1,000 \$1,00		## #\$27/355/00
0162 614E22200 WORK ZONE EDGE I	INE, CLASS I, 740.	8.900 06, TYPE I		\$4,451.3116		\$39,616.67
WORKZONE CHANN 0164 614E24400		3/441/000 SS I-7/40 (373.000	6 JYPE			10 10 10 10 10 10 10 10 10 10 10 10 10 1
WORK ZONE DOTTE	D LINE, CLASS I, 74	40.06, TYP 47.65,000	El	\$1.7477		\$651.89
0166 614E26400	VERSE/DIAGONAL	INE GEA 345.000	SS 740	06 TYPEL \$3.9960		\$2,319,163 \$1,378.63
WORK ZONE STOP L	INE, CLASS I, 740.0	06, TYPE (Ful	T#1040.00517.21.5217/86		\$1,070.00
0168 614E30400	WALKLINETGLASS	311.740.06 14.000	JYPE (\$133.5327		\$1,869.46
WORK ZONE LANE A	RROW, CLASS I, 7	40.06, TYP 11.80.000	EI SYSSE	\$205899		\$14547696
0170 622E40020 PORTABLE CONCRE	11	,480.000		\$9.9240	6	\$113,928.21
TORTABLE CONCINE	L DANNIEN, 32	•		Total for Gr	oup 0010: \$	\$415,561.64
Group 0011: GLEN\	NAY/WILDER	WALL	+ 1, + +			
TOTAL 202E 11200		**************************************		\$\$50,000,000 \$		74 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
0172 202E35100 PIPE REMOVED, 24"	**************************************	TARBUTE STATE OF THE PARTY OF T	FT	\$10.1287	1	\$729.27
1017.63 202E58000		2.000E	EACH!	\$392,9952		144 144 144 147 147 145 149 14 2010 147 147 147 147 147 147 147 147 147 147
0174 203E10000 EXCAVATION		,203.000	CY	\$6.4959	0	\$7,814.57
017557203E20000		7713:000s		\$100 at 15 p. \$55,447.0		\$14.018.50A.07.8.90X
0176 503E11100 COFFERDAMS, CRIB			LS	\$30,000.0000		\$30,000,00
01776 503E211005 UNGLASSIFIED EXCA 0178 509E10000	VATION	77/13/0000 76-23		\$22,2358 \$22,2358		\$15 \(\cdot \) \$60\(\text{B25} \) 88\(\text{B3} \)
0178 509E10000 EPOXY COATED REIN 0179: 511E46000	ەە VFORCING STEEL	,926.000 :179.000	LB	\$0.7497	•	\$49,430.66
GLASS: GLONGRETE 0180 511E46500			CY	\$504.6361 11 \$255.1416		\$390,329.87 570,929.38
1:06:01PM Thursday, April 09, 2009			- ,	Ψ2.00.14 [O	.	
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Eleminato, Elebor.			PB Americas, Inc.
<u>Line # Item Number</u> <u>Description</u>	Quantity Units	<u>Unit Price</u>	Extension
Supplemental Description			
CLASS C CONCRETE, FOOTING		•	
OJ87 51E7/100	60001 GY	\$522.03692	\$37,32 221
Try Staircase			
0182 512E10100 SEALING OF CONCRETE SURFAC	359.000 SY SES (EPOXY-URETHANE)	\$10.95632	\$3,933.32
0183 4516E136001 AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA		\$5,89270	THE THE RESULTING
U184 518E21200	175 000 CY	\$49.79566	. \$8,714.24
POROUS BACKFILL WITH FILTER	Fig. \$1240:0000 FT \$250 FX	\$8.20204	
0186 DEREORATED CORRUGATED P 0186 518E40010	HASTIC PIPE 1995		# 12 - 1, \$1,968.49 # 15 - 1,000 # 15 - 1,00
6" NON-PERFORATED CORRUGAT	TED PLASTIC PIPE, INCLUDI		\$625.00
GONGRETE MASONRY CONTROL	(%)	\$959.73128.8177.1175 5.577.117.757	516346
0188 603E04600 12" CONDUIT, TYPE C	25.000 FT	\$28.17805	\$704.45
0189 604E30 00 EMANHOLEKNO 1155	A THOO A EAGHER AND	52-324777/40 H-17-17-17-17-17-17-17-17-17-17-17-17-17-	TSV 1-15 2 52 824-780
0190 604E31500 MANHOLE, NO. 3	1.000 EACH	\$2,089.45105	\$2,089.45
是0191-至608E10000。 第10191-至608E10000	54.822.000 SEMENT	\$3:28283 \\	7 - 54 8591901
0192 659E00100	2.000 EACH	\$70.30184	
SOIL ANALYSIS TEST	2:000 ZXCY		\$140.50
TOPSOIL 10000 0194 659E10000		\$2373004 \$2373004	\$2,467,92
SEEDING AND MULCHING	934.000 SY	\$0.36907	\$344.71
0195 659E14000 CHICAND MULCHING		\$0.50726	32.80
0196 659E15000 INTER-SEEDING	47.000 SY	\$0.30324	\$14.25
01975;659E2000025; Charter Street	E PEOMBORATION NO TRANSPORTE	1404 - 15850 00000	345502
0198 659E31000	0.200 ACRE	\$1,000.00000	\$200.00
LIME 0199 659E35000	EPWS5000 EMGALARY	V-112-11-11-11-11-11-11-11-11-11-11-11-11	\$2UU.UU
WATER TEST STATE OF THE STATE O			
		Total for Group 0011:	\$406,379.59
Group 0013: WALL 2			
0200 509E10000	62,855.000 LB	\$0.87058	\$54,720.31
EPOXY COATED REINFORCING STI	23112000 SV 231732 C	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	\$\$26\\36\74\\
0202 840E20000	S(EROXYEURETHANE) AS F 17.374.000 SF	PER PEAN \$25.87611	
MECHANICALLY STABILIZED EARTH	H WALL \$5773 000 - GY		\$449,571.54
WALLEX CAVATION		51 S4 68813	1 575 27 064 57P
0204 840E22001 FOUNDATION PREPARATION, AS PI	1,962.000 SY ER PLAN	\$9.58798	\$18,811.62
0205 840E23000 SELEGI GRANULAR BACKFILL	(15)593,000 CYL 7	\$31,47481	\$4907.8674
0206 840E25010	1,619.000 FT	\$8.56814	\$13,871.82
6" DRAINAGE PIPE, PERFORATED 0207 840E25020	72,000 FIX 3 28 FIX	\$811872	THE REPORT OF THE PARTY OF THE
1:06:01PM Thursday, April 09, 2009	The state of the s		######################################
	•		Page 9 of 21

PB Americas, Inc. Line # Item Number Quantity Units **Unit Price** Extension Description Supplemental Description 6 DRAINAGE PIRE NON PERFORATED 0208 840E26000 \$78.62042 \$69,107,35 CONCRETE COPING 0209 840E26050 片\$1978102% E AESTHETIC SURFACET REATMENT. 840E27000 \$471,96796 \$2,359.84 **ON-SITE ASSISTANCE** 0214112898E11000 ####426.000 CY# QC/QA:CONGRETE; GLASS; QSG2; SURERSTRUCTURE (PARAPET)) Total for Group 0013: \$1,353,139,36 Group 0014: WALL 3 0212 509E10000 4,736.000 LB \$0.87058 \$4,123,07 **EPOXY COATED REINFORCING STEEL** 0213 -- 512E101011 SEALING OF CONCRETE SURFACES (EPOXY URETHANE) AS PER RE 0214 840E20000 3.813.000 \$25.87611 \$98,665,61 MECHANICALLY STABILIZED EARTH WALL 0215 1 840E21000回答:55 \$4,68813 0216 840E22001 280.000 SY \$9.58798 \$2.684.63 FOUNDATION PREPARATION, AS PER PLAN 0217 iz 840E23000 I 5630894 SELECT GRANULAR BACKELL STORY 840E25010 260,000 FT \$8.56814 \$2,227.72 6" DRAINAGE PIPE, PERFORATED 2.1100:000 FT \$8.11872 6 DRAINAGE PIRE NON PERFORATED 0220 840E26000 169.000 FT \$78,62042 \$13,286.85 CONCRETE COPING 022(L 840E26050 AESTHETICISURFACETREATMENT 2.813.000 SE 0222 840E27000 \$471.96796 \$2,359.84 **ON-SITE ASSISTANCE 以\$397.43819**法。 @ GC/QA CONCRETE CLASS OSC2 SURERSTRUCTURE (PARAP Total for Group 0014: \$203,823.45 Group 0015: WALL 4 503E11101 1.000 LS \$10,000.00000 \$10,000.00 COFFERDAMS, CRIBS AND SHEETING, AS PER PLAN 0225 509E10000 SEED STEEL \$0.89058 0226 512E10101 432,000 SY \$11.30971 \$4.885.79 SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN 0227 E 840E20000 SEMEGHANIGALLY STABILIZED FARTH WALLS 0228 840E21000 322.000 CY \$4.68813 \$1,509,58 WALL EXCAVATION 02294 840E22000 336 000 SY \$5,360,05 EQUIDATION PREPARATION 0230 840E23000 2,333.000 CY \$31,47481 \$73,430.73 SELECT GRANULAR BACKFILL S 0231 6 840E25010 324.000 PET \$8.56814. 6 DRAINAGE PIPE PERFORATED 0232 840E25020 30.000 FT \$8.11872 \$243.56 1:06:01PM Thursday, April 09, 2009 Page 10 of 21

Estimate. 20062				PB Americas, Inc.
Line# Item Number	Quantity	<u>Units</u>	<u>Unit Price</u>	Extension
<u>Description</u> <u>Supplemental Description</u>	•			
6" DRAINAGE DIDE MON DEDECT				
6" DRAINAGE PIPE, NON-PERFORATE 10233 1840E26000	:D 214:000	AFT FOR	578 62042	
O234 840E26050				\$16,824-77
AESTHETIC SURFACE TREATMENT	3,894.000	SF	\$1.78102	\$6,935.29
G0235 840E27000 TO THE SECOND STEASSISTANGE OF THE SECOND	5 000	DAY	5474,96796	\$2,359,849
0236 898E11000	58.000	CY	\$397.13819	\$23,034.02
QC/QA CONCRETE, CLASS QSC2, SU	PERSTRUC	TURE (PA	RAPET)	
	·		Total for Group 0015:	\$255,937.90
Group 0016: WALL 6				•
0237 509E10000	66)707(000)4	EBAS ES	37.0587.0587.0587.0587.0587.0587.0587.058	EVERYADEUFFONSTON
POXYCOATED REINFORGING STEE 0238 512E10101			经工程的证据的一种证据的	\$58,0787,83
SEALING OF CONCRETE SURFACES (1,441.000 EPOXY-URI	SY ETHANE).	\$11.30971 AS PER PLAN	\$16,297.29
SEALING OF CONCRETE SURFACES (0239 840E20000 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	12-708-000	SEE	\$25.876.11	2. \$ 28.86361
0240 840E21000	6,273.000	CY	\$4.68813	\$29,408.64
· WALL EXCAVATION	#48001000		The same with the same same	
EAST OUNDATION PREPARATION PASTEER	PLANES:		\$15 6 \$9158798 P. T.	258,17,258,367
0242 840E23000 SELECT GRANULAR BACKFILL	10,137.000	CY	\$31.47481	\$319,060.15
0248 5 840E25010	1,797,000	可思想的	\$8,568,14	\$15,396,953
0244 840E25020	219.000	FT	\$8.11872	
6" DRAINAGE PIPE, NON-PERFORATE	D.			\$1,778.00
CONCRETE COPING 2	7 928 000 ×		\$78,62042 \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	\$72,959.75
0246 840E26050 AESTHETIC SURFACE TREATMENT	2,708.000	SF	\$1.78102	\$22,633.20
至02472至840E27000。在在10年2月15日中,102472至1024日	W 5 000	DAY BES	\$474.96796 \$475	
0248 898E11000	450.000			
QC/QA CONCRETE, CLASS QSC2, SUF	PERSTRUCT	URE (PAR	\$397.13819 RAPET)	\$178,712.19
			Total for Group 0016: \$1	,062,771.76
Group 0017: WALL 7	•			
10249 (509E10000	7577622			
是 MEEROXY GOATED REINFORGING STEED	AN STAUUUS AN AN AN AN	LBG)###	35 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$10,7327519A
0250 512E10101	140,000	SY	\$11.30971	\$1,583.36
SEALING OF CONCRETE SURFACES (E 0251 840E20000	#242 000E	SPANISAN	AS PER PLAN	W-502 1262 026
0252 840E21000	ALERSWIPS			
WALL EXCAVATION	958.000		\$4.68813	\$4,491.23
0253 840E22000 EARATION	422,000	SY CALL	\$15,952524	\$678196
0254 840E23000	-890.000-	CY	\$31.47481	\$28,012.58
SELECT GRANULAR BACKFILL 0255 840E25010	0697/000	ene vice kolonia		420,012.00
#6" DRAINAGE PIPE PERFORATED			\$8,9289074 1	\$ \$6,228,444
0256 840E26000 CONCRETE COPING	345.000	FT	\$78.62042	\$27,124.04
0257-1840E26050X	1,990,000	SEAST TO	\$1.78102	\$3,544,23
1:06:01PM			STEEL CONTROL OF THE PARTY OF T	
Thursday, April 09, 2009				Page 11 of 21

Estimate: 20082				PB Americas, Inc.
Line # Item Number	Quantity	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u> <u>Supplemental Description</u>				· ——
A AESTHETIG SURFACETIREATMENT			The supplication of the su	
0258 840E27000		DAY	\$471.96796	\$2,359.84
ON-SITE ASSISTANCE	611000	ERFOX MEAS		
QG/QA CONCRETE: CEASSIQSC2 S	UPERSTRUC	TURE (P/	ARAPET)	\$25,994,910
	· ·		Total for Group 0017:	\$122,654.80
Group 0018: WALL 8				•
0260 509E10000	59,292.000	LB	\$0.87058	PE1 610 42
EPOXY COATED REINFORCING STE	EL			\$51,618.43
0261 512E10101 Casealing of congrete surfaces	ZOSTUU S (EPOXY-UR	SY ETHANE	AS PER PLAN	\$14-284.16
0262 840E20000 MECHANICALLY STABILIZED EARTH	10,083.000	SF	\$25.87611	\$260,908.82
20263 R 840E21000 F F R 3 F F F R 3	3 386 000	OYSER	\$4.688138-4.688	\$15\874\Q 1
WALLEXCAVATION 100 100 100 100 100 100 100 100 100 10	1,464,000	SY	\$15.95252	
FOUNDATION PREPARATION	•			\$23,354.49
SELECT GRANULAR BACKFILLS	5,369,000		\$31,4748.1	\$168,988,25
0266 840E25010 6" DRAINAGE PIPE, PERFORATED	1,745.000.	FT	\$8.56814	\$14,951.40
》(026万)(840E25020)	50.000	FT	1. 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 H 7 S 1 S 4 O 5 S 4 W
0268 840E26000		自分表的 FT	\$78.62042	\$66,905.98
CONCRETE COPING 0269 840E26050				
AESTHETIG SURFACETIREATMENT		de la recons	\$1178.10267913 (3.57)	\$2,81,4564,428
0270 840E27000 ON-SITE ASSISTANCE	5.000	DAY	\$471,96796	\$2,359.84
H/027-127-898E1/1000/H/E-78-137-14-14-14-14-14-14-14-14-14-14-14-14-14-	404/000	OYS SILL	\$897/(1819)	B-7245/160/443/885
SEQE/QA CONGRETE GLASS QSG2, SU	JEERSIRUG	RURE (PA	RAPET) Total for Group 0018: \$	707 650 57
			Total for Group 0016.	76.860,181
Group 0019: WALL 9		•		• •
0272 503E11101 COFFERDAMS, CRIBS AND SHEETIN	1.000	LS	\$10,000.00000	\$10,000.00
第E02/3 第E512E101012 第E是是常是2020年5	560,000	SYLES	\$4 S1M230974/\$555	AN 18 18 18 18 18 18 18 18 18 18 18 18 18
USEAUNG OF CONGRETE SURFACES 0274 840E20000	6.138.000	SF	AS PER PLAN \$25.87611	\$158,827.56
MECHANICALLY STABILIZED EARTH	WALL			\$130,021.30
THE WALTEXCAVATION SEEDING TO THE	3.224.000	CY.	34,68810	\$15,164,60
0276 840E22001 FOUNDATION PREPARATION, AS PE	704.000	SY	\$22.38214	\$15,757.03
7/02/7/ 840E230D0	5,886,000	CYFE	Z-55-1147/481-23-3-2-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3	\$185,26078
0278 840E23050	208.000	CY	\$15.83552	
NATURAL SOIL # 10279 #840E25010	<u> </u>			\$3,293.79
6 DRAINAGE PIPE PERFORATED	415,000		\$8.56814	27.40 159.5557/87
0280 840E25020 6" DRAINAGE PIPE, NON-PERFORATE	8.000	FT	\$8.11872	\$64.95
0281 840E26000 - 12 47 65 65 FT	تات 260:000	Fire	\$78.62042	\$20,421,31
0282 840E26050	4,716.000	SF	\$1.78102	
1:06:01PM	.,. 10.000	J 1	φ1.70102	\$8,399.29
Thursday, April 09, 2009				Page 12 of 21

Estimate: 20082	:		PB Americas, Inc.
Line # Item Number	Quantity Units	<u>Unit Price</u>	Extension
<u>Description</u> <u>Supplemental Description</u>			
AESTHETIC SURFACE TREATMENT	5.000 DAY		
ON SITEASSISTANCE.		\$47,196796; APA 176	\$2,359.84
		Total for Group 0019: 3	429.408.25
0			
Group 0020: HAM-264-1448			
0284 202E11203 PORTIONS OF STRUCTURE REMOVED	1.000 LS	\$209,000.00000	\$209,000.00
是U285。4-2U2E229UU5年最高。	72,000 SY 374	AS FER PLAN	\$47462982
APPROACH SLAB REMOVED 10286 203E07502	1.000 EACH	F12 000 00000	
SPECIAL - INCLINOMETER		\$12,000.00000	\$12,000.00
0287 203E65000 SET LEMENT PLATFORMS	6000 EAGH C	511000 00000 F13	\$6,000,00
0288 503E21100	230.000 CY	\$8.0000	\$1,840.00
UNCLASSIFIED EXCAVATION	WINTERSTER TO OUT THE STATE OF	\$24 \$5100000000 \$25 \$25 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$3	
PLEDRIVING EQUIPMENT MOBILIZAT			\$5,000,00
0290 507E00501 12" CAST-IN-PLACE REINFORCED CON	1,560.000 FT CRETE PILES DRIVEN	\$16.60663 AS PER PLAN	\$25,906.34
是U291是2507E00550至2014年2月16日日本	12690:00039 FTT 13 FT 13	PARTIES CONVIDENCE AND DESIGNATION OF THE PARTY OF THE PA	541K37(1530)
0292 507E0C7.00	ICRETE PILESEURNISH 2,000.000 FT	ED \$14.74459	
16" CAST-IN-FLACE REINFORCED CON	ICRETE PILES, DRIVEN		\$29,489.18
50293 607E00750 HIS CAST-IN-PLACE REINFORGED CON	2,160,000 SH SHEERISH ICRETE PILES EURNISH	546 39716 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5100/21/787
0294 509E10000 21 EPOXY COATED REINFORCING STEEL	2.786.000 LB	\$0.84922	\$180,702.13
10295年512日10000年7月至3年3日14年1日3	114001000WSY41244	\$ 50.619517747755ET	\$23,732,39
O296 512E10100	1 100 000	2000年6月11日 1900年 1	
SEALING OF CONCRETE SURFACES (E 0297: 513E10300: 63	1,400.000 SY EPOXY-URETHANE)	\$10.58208	\$14,814.91
0297 5 3E10300 63 STRUCTURAL STEEL MEMBERS: LEVE	47801000 LB	\$11500001	\$952,170,003
0298 513E20000	4,107.000 EACH	\$3.04051	\$12,487.37
WELDED STUD SHEAR CONNECTORS			
25/3/2011 JUOT FLY WEST FEET MISOS (1997) 1997 1997 1997 1997 1997 1997 1997		######################################	20000000000000000000000000000000000000
SURVEYPRISM MOUNT 30 3 3 3 3	0,640.000 SF	43 00000	
FIELD PAINTING STRUCTURAL STEEL	INTERMEDIATE COAT	\$3.00000	\$91,920.00
0301-2514E00066 FIELD PAINTING STRUCTURAL STEEL	0.640.000@SF EINISH/@MXT351_EINISH	# \$3.00000	\$ 2011920 000
0302 514E10000	23.000 EACH	\$400.0000	\$9,200.00
FINAL INSPECTION REPAIR	#1081000 WHIDE #192		
STRUCTURAL EXPANSION JOINT, NOL	UDING ELASTIOMERIOS	IRIPSEAL AS PERIPLANT	34 682 52 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
0304 516E13600 1" PREFORMED EXPANSION JOINT FILE	11.000 SF FR	\$5.49540	\$60.45
0305 516E13900	18 000 SFS	100 Sept. 100 Se	E 5 5 5 1 26 1 35
0306 516E44400	4.000 EACH	\$600.0000	
ELASTOMERIC BEARING WITH INTERN	AL LAMINATES AND LOA	D PLATE (NEOPRENE)	\$2,400.00
(1'-8"DIA. x 5 3/16") (EXPANSION)	4:000 EACH 5:	•	LINNELSTING THAT WAVENE
BAS ELAS IUMERIG BEARING WITH INTERN	AL LAMINATES AND LOA	DIPLATE (NEOPRENE)	**************************************
0308 516E44400	4.000 EACH	\$600.0000	
1:06:01PM	T.000 LAGE	φουυ.υυ <u>υ</u> υ •	\$2,400.00
Thursday, April 09, 2009			Page 13 of 21

Estimate: 20082 PB Americas, Inc. Line # Item Number Quantity Units Unit Price Extension Description Supplemental Description ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (2'-1 1/4"DIA. x 5 1/2") (FIXED) 0309 516E44400 ELASTOMERIC BEARING WITHINTERNAL PAMINATES AND LOAD PROTETNEOUR ENEMBED #(1-8"DIA x 5 3/16") (SPECIAL) 0310 517E76300 802.000 · FT \$250,00000 **\$200,500.00** RAILING, MISC .: 0311 518E12300 5 #3.000 PEACHER SCUPPERS INCLUDING SUPPORTS 0312 518E51100 35.000 FT \$218.65997 \$7,653.10 8" PIPE DOWNSPOUT, INCLUDING SPECIALS 0313清計518至60030 24 000 FT \$200,00000 \$4:800:00 SPIPE HORIZONTAL CONDUCTORS 0314 523E20000 EACH 2.000 \$4,000,00000 \$8,000,00 DYNAMIC LOAD TESTING 0315/1/524E94903 DRILLED SHAFTS 48 DIAMETER ABOVE BEDROCK 0316 898E10201 444.000 CY \$493,61176 \$219,163.62 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN 03174=898E40709 \$70,50377 GC/OA'CONCRETE CLASS/OSC2/SUPERSTRUCTURE/(APPROACHS) ABMTE/WAS PER PL 898E11000 92,000 CY \$404.17657 \$37,184.24 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET) \$70 365 1 QC/QA CONCRETE CPASS OSCI SUBSTRUCTURE (PIERABOVE GOOTING) 0320 898E20160 194.000 CY \$327.18342 \$63,473.58 QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING) 03214 898E20300 QC/QA'GONGRETE/CLASS'QSC1/SUBSTRUCTURE (FOOTING) Total for Group 0020: \$2,570,826,91 Group 0021: HAM-264-1457 202E11002 \$209,000,00000 \$209,000.00 STRUCTURE REMOVED, OVER 20 FOOT SPAN 0323 202E22900 WARPROACH SLAB REMOVED: 0324 203E07502 3.000 EACH \$12,000.00000 \$36,000.00 SPECIAL - INCLINOMETER 0325 503E21100 7961000 ±CY **-58** 00000 \$6,368,00 BUNCLASSIFIED EXCAVATION NO 505E11100 1.000 LS \$5,000.00000 \$5,000.00 PILE DRIVING EQUIPMENT MOBILIZATION 0327 507E00700 680 000 SET PATE CASTEN PLACE REINFORCED CONCRETE PIVES DRIVEN 507E00750 1,825,000 FT \$46.39716 \$84,674.82 16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED 0329 509E10000 6788.000 HB ELEPOXY COATED REINFORCING STE 512E10000 1,720.000 \$16.95171 \$29,156,94 SEALING OF CONCRETE SURFACES \$1572010001#5SN SEALING OF CONCRETE SURFACES (EPOXY URETHANE) 0332 513E10300 642,378.000 LB \$1.50000 \$963,567.00 STRUCTURAL STEEL MEMBERS, LEVEL 5 0333 513 20000 6 336 000 EACH \$3-22035 \$20,404 14 WELDED STUD SHEAR CONNECTORS 0334 513E95030 4.000 EACH \$100,00000 \$400.00 STRUCTURAL STEEL, MISC.: 1:06:01PM Thursday, April 09, 2009 Page 14 of 21

Estimate, 20082			PB Americas, Inc.
<u>Line# Item Number</u> <u>Description</u> <u>Supplemental Description</u>	Quantity Units	<u>Unit Price</u>	<u>Extension</u>
SURVEY PRISM MOUNT			
0335 514E00060 TO STRUCTURAL ST	IEEE INTERMEDIATE (COAT	\$3,00000	51011361 001 1
0336 514E00066 FIELD PAINTING STRUCTURAL ST	33,787.000 SF	\$3.00000	\$101,361.00
20837 514E10000 SEFINALINSPECTION REPAIRE	25,000 EACH	\$400,00000	\$10,000,000
STRUCTURAL EXPANSION JOINT	36.330 FT INCLUDING FLASTOMERIC	\$320.67146 STRIP SEAL AS DED DI AN	\$11,649.99
2"PREFORMED EXPANSION JOIN	JEELLER LAST OF THE STATE OF TH	\$549540	\$2.508.44 \$4.508.44
2" PREFORMED EXPANSION JOIN	15.000 SF T FILLER	\$6.84054	\$102.61
1934] 19516E44200。 上共ELASTIOMERIC BEARING:WITHIN	TERNALLAMINATES AND I	975239(59) OAD:REATE (NEOPRENE)	75 (2003) 57
0342 516E44200	4.000 EACH	\$752.39159	\$3,009.57
ELASTOMERIC BEARING WITH INT (2'-2"DIA. x 6 7/8") (EXPANSION)			45,000.57
M034815516E44200 LELIASTOMERIG BEARING WITHINT	FERNALIZAMINATES AND E	TEST STATE (NEORRENE) EL CE	561009/5y
0344 516E44200	4.000 EACH	\$752.39159	\$3,009.57
ELASTOMERIC BEARING WITH INT (2'-2"DIA. x 6") (FIXFD)		•	
FASTIOMERIC BEARING WITHINT 2.01-6 DIA X 8:1/2") (SPECIAL)	ERNALLAMINATES AND LO	5752/39/159 DAD PLATE (NEOPRENE)	\$3,009.57
0346 516E44200	4.000 EACH	\$752.39159	\$3,009.57
ELASTOMERIC BEARING WITH INT (1'-6"DIA. x 3 9/16") (EXPANSION) 40347/- 517E76300	CRIVAL LAWINATES AND LO	The state of the s	
PRAILING MISC 0348 518E12300	3.000 EACH		\$2897750100 \$310
SCUPPERS, INCLUDING SUPPORT	S	\$1,615.26165 \$218.65997	\$4,845.78
8 PIPE DOWNSPOUT INCLUDING 0350 518E60030	SPECIALS 1	\$200.0000	55,903,62
PIPE HORIZONTAL CONDUCTOR		\$250.0000	\$20,600.00
O352 524E94903	156,000 FT	\$0,0000	\$4,000,000 \$0.00
DRILLED SHAFTS, 48" DIAMETER A	756:000 FT 12:32	PLAN	\$0.00 \$105,412,5302,300,000
O354 898E10201	ABOVE BEDROCK AS PER 555.000 CY	PLAN: \$493,61176	\$273,954.53
QC/QA CONCRETE, CLASS QSC2, S 0355 898E10709		, AS PER PLAN	
0356 898E11000	135.000 CY	DACH SLAB) (TE175) DAS PER P \$404 17657	\$54,563.84
QC/QA CONCRETE, CLASS QSC2, S 03574 898E20100	17. 256 000 °CY	\$562,92088 \$560.	\$ 12 S 124 S 107 (75)
0358 898E20160	54 000 CY	\$307 102/0	\$17,667.90
QC/QA CONCRETE, CLASS QSC1, S 0359 898E20300	CONTROL OF CYSTER STATE	\$317.0469215-5	\$98,601,59
SE QG/QA CONCRETE CLASS QSC1 S	SURSTRUCTURE(FOOTING		
1:06:01PM			
hursday April no 2000		· ·	·

Estimate: 20082 PB Americas, Inc. Line# Item Number Quantity Units

Description Supplemental Description Unit Price

Total for Group 0021: \$3,104,880.78

\$20,000,00000

\$37,46014

\$8.88042

\$0.87058

\$11.30971

\$3.46664

\$1.60899

\$1.29022

\$5:000:00000

Extension

\$8,576.00

20,000,00

\$14,384.69

\$5,000,00

\$20,615.24

\$30,903.86

\$307,066.62

\$24,508.14

\$18,830.79

\$80,830.99

\$18,707.24

Group 0022: HAM-264-1875			
0360 202E11203	LS	\$100,000.00000	\$100,000.0
	 . -	,	Ψ 100,001

PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN \$14.98129

11000 LS

366.000 SY

EACH \$1,225.14286

0362 203E65000

SPECIAL - SETTLEMENT PLATFORM

0363 503E11100

RCOFFERDAMS ORIBS AND SHEETING 0364 503E21100 384.000 CY

UNCLASSIFIED EXCAVATION

RILEDRIVINGEQUIPMENTMOBILIZATION 1,470,000 FT

0366 507E00600

14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN

507E00700

ASIGNEDACE REINFORCED CONCRETE PILES FURNISHED

3,480.000 FT 16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN A 16 CASTEIN PEACE REINFORCED CONGRETIE RILES FURNISHED 509E10000 352,715.000 LB **EPOXY COATED REINFORCING STEEL**

SEALING OF CONGRETE SURFACES 512E10101 2,167,000 SY SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN 1.484.020.000 ALB STRUCTURALS EEEMEMBERS LEVEL

0374 513E20000 5,432.000 WELDED STUD SHEAR CONNECTORS 375年514E00060年 62.649.000 SF RETECTIVATING STRUCTURAE STEEPINTERMEDIATE GOA

514E00066 62,649.000 SF FIELD PAINTING STRUCTURAL STEEL, FINISH COAT

LEINSPECTION REPAIRS

516E11211

0380 -516E44301 ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN STOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE IN EOPRENE

0382 518E12300 SCUPPERS, INCLUDING SUPPORTS

DYNAMIC LOAD TESTING

0385 E 898E 10201

Thursday, April 09, 2009

1:06:01PM

898E10709

SEPPEDOWNSPOUT INCLUDING SPECIALS 0384 523E20000

STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN

66.000 FT

9.000 EACH

2.000 EACH

430,000 ET

707.000 GY

111.000 SY

QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN

QC/QA'CONGRETE, CLASS QSG2/SUPERSTRUCTURE (DECK) AS PER PLAN

8.000 EACH

\$2,049.41558 12:000 SEACH 25 1

\$606,96812

\$1,154,48902

\$258.86451

\$283.44304

\$3,475.12821

\$16,395.32 \$10,390.40 \$6,950.26

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\$28,733.96

Estimate: 20082 PB Americas, Inc.

<u>Line # Item Number</u>
<u>Description</u>
<u>Supplemental Description</u>

Quantity Units

Unit Price

Extension

			· ·
	6		•
A POR A CONCRETE CONCRETE CONCRETE			TO THE RESERVE AND THE PARTY OF
COOR CONCRETE CLASS QS62	OURERS RUE HURE (FAKAF		
0388 898E20100	268,000 CY	\$529.17371	The state of the s
OCIOA CONCETTE OLAGO COCA		#029.1/3/1	\$141,818.55
QC/QA CONCRETE, CLASS QSC1, S	SUBSTRUCTURE (PIER ABO	VE FOOTING)	
DARGUE RORE 201 GOLD AND THE THE STATE OF TH	MANUFACTOR OF THE PARTY OF THE		Million Control of the Control of th
		たままた。その も び/ 4:15495 is ままま	50115351531550915091
特殊性のG/@AMSONGRETHERGPASSIOSの開発	SUBSTRUCTURE VARITMEN	IT NICH IDING EGOTIVA SAN	
0390 898F20300			
	245.000 CY	\$268.89669	\$65,879.69
QC/QA CONCRETE, CLASS QSC1, S	SLIBSTRUCTURE /EOOTING	,	Ψυσ,υ1 σ.υσ
dolar continere, or not doci, c	SON LOCALINE (LOCALING)		•
		Total for Consum 0000	MC 445 700 0 4
	· · · · · · · · · · · · · · · · · · ·	Total for Group 0022	" %5 115 /20 Q1

Total for Group 0022: \$5,115,720.91

Group 0023: HAM-264-1881

50391 # 202E11203 F F F F F F F F F F F F F F F F F F F			
PORTIONS OF STRUGTURE R	TOUGH IS TO THE TOUGHT OF THE TOUGHT.	5125,000,00000	\$ 904-17-\$125,000,00%
0392 202E22901	320.000 SY		
ADDDOACH SLAD DEMOVED	AC DED DLAN	\$14.98129	\$4,794.01
AFFROACH SLAB REMOVED, A 0393 203E07502 49 SRECIAL INCLINOMETER 9	ENGINEE POOR FACTOR	\$55107215002E\\$57857	
LSPECIAL INCLINOMETER EVE			\$5,19745
20004 2000000	4 UUI FACH	\$1,225.14286	\$4,900.57
SPECIAL - SETTLEMENT PLAT		+ · · · · · · · · · · · · · · · · · · ·	Ψ4,900.57
20395 2503E116005 2000 2000 2000 2000 2000 2000 2000		\$25,000,00000	多数数据第259000100s
COEFERDAMS GRIBS AND SH			
0396 503E21100 UNCLASSIFIED EXCAVATION	545.000 CY	\$37.46014	\$20,415.78
0397 505E/11700			
PILE DRIVING EQUIPMENT MO	A STATION STATIONS	\$5,000,00000	\$5,000,00
0398 507E00600	840.000 FT	\$14.02397	
14" CAST-IN-PLACE REINFORC	ED CONCRETE PILES DRIVEN	\$14.02397	\$11,780.13
2039955507E00650 10 11 12 12 15 15 15 15 15 15 15 15 15 15 15 15 15		\$39.83836	\$85,854,525
14 CAST IN PLACE REINFORC	ED CONCRETE PLES FURNISH	ED PROPERTY OF THE PARTY OF THE	
0400 507E00700	5.560.000 FT	\$10.37809	\$57,702.18
16" CAST-IN-PLACE REINFORC	ED CONCRETE PILES, DRIVEN		, , , , , , , , , , , , , , , , , , , ,
040/LJ-507E00750	据16:080:000 非国际控制。	\$48.61281	\$295,565,887
16 CASTEIN PLACE REINFORD 0402 509E10000	491,937.000 LB		
EPOXY COATED REINFORCING	491,937.000 LB 3 STEEL	\$0.87058	\$428,270.51
0403 512 510 100 17	70122 446237000945V244454656	\$12,24959	
SEAUNG OF CONCRETE SURF	AGESTEPOXY: URE THANKY		\$44 625 267
U404 512E10101	3 643 000 SV	\$11.30971	\$41,201.27
SEALING OF CONCRETE SURF	ACES (EPOXY-URETHANE), AS F	PER PLAN	Ψ+1,201.21
THE REPORT OF THE PROPERTY OF	THE STREET OF THE PERSON OF TH	152/15809 言法等从每	\$8,943,039,762
0406 513E20000		表示的是主义是一个人的	
WELDED STUD SHEAR CONNE	5,910.000 EACH	\$3,46664	\$20,487.84
04070 513E95030 35 55 55 55 55 55 55 55 55 55 55 55 55	STORS 2000 PEAGHTERS		
STRUCTURAL STEEL MISC			52,415.874
0408 514E00060	77.023.000 SF	\$1.60899	\$123,929.24
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1 50409 0514 E00066 以上,建筑设设设施	30200 773020000 CSE206355520	E-1417-951129022-35-10-1-10-1	\$99,376.62
ASSERTED PAINTING STRUCTURAL	STEEL FINISH COATTER TO THE		
0410 514E10000	31.000 EACH	\$333.23219 ·	\$10,330.20
FINAL INSPECTION REPAIR		ASSISTED BUTCHES OF THE STATE O	
041142516E11271	TUNGUIDINE EXCENTED	\$288.44304	\$18,423,80
STRUCTURALEXPANSION JOIN 0412 516E44400	32.000 EACH		
	INTERNAL LAMINATES AND LOA	\$1,412.94118 D DI ATE (NEODDENE)	\$45,214.12
50413 518E12800 多数	3 SINCE LAWING TES AND LOA	D PLATE (NEOPRENE)	
SGUPPERS INCLUDING SUPPO	RTS		\$5,772.455
0414 518E51100	235.000 FT	\$187.85190	\$44,145.20
8" PIPE DOWNSPOUT, INCLUDII	NG SPECIALS		Ψ77, 170,20
1:06:01PM			
Thursday, April 09, 2009	•	•	Рапа 17 оf 21

ESUITIBLE, ZUUOZ PB Americas, Inc. Line # Item Number Quantity Units **Unit Price** Extension Description Supplemental Description 40415 章 523E20000 電影學 DYNAMIC LOAD TESTING 0416 524E94702 86,000 FT \$132,05562 \$11,356.78 DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK 04/7 524E94930 \$919 24907 DRILLED SHAFTS 66 DIAMETER ABOVE BEDROCK 898E10201 1.063.000 CY \$606,96812 \$645,207.11 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN 0419 \$898E10709 LOC/QA CONCRETE CLASS QSC2+SUPERSTRUCTURE (APPROACH SLAB) (TE172) AS PER PLAN 0420 898E11000 236,000 CY \$93,724.61 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET) GC/QA CONCRETE GLASSIQSC(I SUBSTRUCTURE (PIER ABOVE FOOTING) 0422 898E20160 135.000 CY \$361.93856 \$48,861,71 QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING) 0423/#898E203007李宗 QC/QA CONCRETE; GLASS QSCT SUBSTRUCTURE (FOOTING) Total for Group 0023: \$6,795,453.24 Group 0024: HAM-50-1903 L 0424 202E11203 1.000 LS. \$20,000,00000 \$20,000.00 PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN 。0425号503E1付d00周边 ### # 17000 PALS # \$7,500,00000 \$7,500.00 COFFERDAMS CRIBS AND SHEETING 0426 505E11100 \$7,500.00000 \$7,500.00 PILE DRIVING EQUIPMENT MOBILIZATION 0427× 507E00500 ## 5 4 \$15 68666 12" GAST-IN PLAGE REINFORGED GONGREDE PILES PRIVEN Y 0428 507E00550 2,500.000 FT \$24,63849 \$61,596.23 12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED 0429副507E00600 \$16 69358 14 CAST-IN-PLAGE REINFORGED CONCRETE PILES DRIVEN 0430 507E00650 2,160.000 FT \$32,46663 \$70,127,92 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED 37/369/000 FEB \$0.80367 EPOXY COATED REINFORGING STEEL 936,000 SY \$11.92872 \$11.165.28 SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) ATYPE 2 WATERPROOFING WAS ANY 513E10240 324,089,000 LB \$0.88170 \$285,749,27 STRUCTURAL STEEL MEMBERS, LEVEL 2 \$2,80915 ##WELDED STUD SHEAR CONNECTORS 514E00060 14,548.000 SF \$0.75000 \$10,911,00 FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT 14:548:000 SF \$0.75000 ELELD PAINTING STRUCTURAL STEEL FINISH COATE \$10,911.00 0438 514E10000 7.000 EACH \$500,00000 \$3,500.00 FINAL INSPECTION REPAIR 0439 ×516E11210 66:000 FT \$342,32660 STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL 0440 516E13600 14.000 SF \$5.95475 \$83.37 1" PREFORMED EXPANSION JOINT FILLER 0441 516E13900 352 000 SI 2 PREFORMED EXPANSION JOINT FILLER 0442 516E14021 100.000 FT \$29,13883 \$2,913.88 1:06:01PM Thursday, April 09, 2009

Page 18 of 21

Estimate: 20082			PB Americas, Inc.
Line # Item Number	Quantity Units	<u>Unit Price</u>	Extension
<u>Description</u> <u>Supplemental Description</u>			
SEMI-INTEGRAL ABUTMENT EXPA	NSION JOINT SEAL. AS PE	R.PLAN	
© 0443	FACETOOO EACHDES	######################################	\$5,802,46
16"X12"X2"1/2" BEARING WITH 18"X	14° LOADIPLATE HE LEGI		
0444 516E44100 ELASTOMERIC BEARING WITH INT	7.000 EACH ERNAL LAMINATES AND L	\$828.92261 DAD PLATE (NEOPRENE)	\$5,802.46
19"x19"x2 1/2" BEARING WITH 27"x2	?1" LOAD PLATE	A contract of the contract of	4.55,802.46
ELASTOMERIC BEARING WITH INT	ERNALLAMINATES AND ID	DADYPIATE NEOPRENEWS	
0446 517E75120	154.000 FT	\$179.83967	\$27,695.31
RAILING (CONCRETE PARAPET WI 0447/ 518E12201	A BAS 3 000 EACH BAS	LING)	V414
O448 518E21200	SPAS PER PLANS THE BEST	\$58.21326	\$3,201.73
POROUS BACKFILL WITH FILTER F	ABRIC		
0449 518E40000 LEG REREORATED CORRUGATED PL	ASTIG PIPE	5 (A.C.) 3.71 \$914 1276	3630165 377 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387 - 387
0450 518E51101 8" PIPE DOWNSPOUT, INCLUDING	SPECIALS, AS PER PLAN	\$350.00000	\$16,800.00
0451 519E11101		\$75,00000	\$600,000
0452 523E20000 DYNAMIC LOAD TESTING	2.000 EACH	\$3,000.00000	\$6,000.00
	# 690 000 SE	\$50:00000	\$64,500,000
TEMPORARY MSE WALL STEELS			
0454 898E10201 QC/QA CONCRETE, CLASS QSC2, S	345.000 CY SUPERSTRUCTURE (DECK	\$608.70327), AS PER PLAN	\$210,002.63
0455 898E10709 CLASS QSC2 S	PROFESSION OF THE PROPERTY OF	次是是1965年的1965年2月入(4月14日1日1日1日日) 1965年3月1日 196	\$44,600,003
0456 898E11000	51:000 CY	\$520 02197	\$26,521.12
QC/QA CONCRETE, CLASS QSC2, S 0457; 898E20100:	FIGURE (PARA)	7E1)	542721819
0458 898E20160	101.000 CY	\$509.88434	\$51,498.32
QC/QA CONCRETE, CLASS QSC1, S 0459 898E20300	SUBSTRUCTURE (ABUTME	NT INCLUDING FOOTING)	\$25,294,74
E GC/OA GONCRETE CLASS OSCI, S	UBSTRUCTURE (FOOTING		
		Total for Group 0024: \$	1,220,516.95
Group 0025: HAM-50-1903 R	· · · · · · · · · · · · · · · · · · ·		
0460 202E11203 PORTIONS OF STRUCTURE REMOV	1.000 LS /ED OVER 20 FOOT SPAN	\$20,000.00000	\$20,000.00
0461 503E11100	## 1.000 BES !! A SERVE	30 FER FLAN	45-75-00:00E
0462 505E11100	1.000 LS	\$7,500.00000	\$7,500.00
PILE DRIVING EQUIPMENT MOBILIZ	ATION #\$156400000 Folk (\$150)	\$15 68666	M \$25,726.425
12 GAST IN PLACE REINFORCED C 0464 507E00550	ONCRETE PILES DRIVEN 	\$24.63849	
12" CAST-IN-PLACE REINFORCED C	ONCRETE PILES, FURNISI	HED	\$44,349.28
\$14" CAST IN PLACE REINFORGED C	ONCRETE PILES DRIVEN		\$18,780,28
0466 507E00650 14" CAST-IN-PLACE REINFORCED C	1,250.000 FT ONCRETE PILES, FURNISI	\$32.46663 HED	\$40,583.29
EPOXY COATED REINFORCING STE	1/19/028:000 (LB) () 原型学	\$0.80367	\$95,659,23
1:06:01PM			
Thursday, April 09, 2009		•	Page 19 of 21

Estimate: 20082			A Section 1997	PB Americas, Inc.
Line # Item Number Description	Quantity	<u>Units</u>	<u>Unit Price</u>	Extension
Supplemental Description		;		
0468 512E10100	640.000	ev.	#44 00070	·
SEALING OF CONCRETE SURFACES	(EDAYVIID	CTUANEL	\$11.92872	\$7,634.38
0469 1512E33000 TYPE2 WATERPROOFING	12 54:000°	SYAFARA	\$38,21859	515287
0470 513E10240	277,593.000	LB	\$0.88170	\$244,753.75
STRUCTURAL STEEL MEMBERS, LEV	3 402 000	EACHER	\$2,809,157	¥ \$93556773 Y
UE WELDED STUD SHEAR CONNECTOR 0472 514E00060	S 12,470.000		\$0.75000	
FIELD PAINTING STRUCTURAL STEE	L. INTERME	DIATÉ COAT		\$9,352.50
0473 514E00066 FIEED PAINTING STRUCTURAL STEE	12,470,000 L-FINISH 60	SI S	\$0.75000	\$9,352,50
0474 514E10000 FINAL INSPECTION REPAIR	6.000		\$500.0000	\$3,000.00
0475 3516EM210 NATE OF THE REPORT OF THE REP	58 000		15. 97. \$342.32660 (Page 1	519.854.94
STRUCTURAL EXPANSION JOINT INC 0476 516E13600	10 000	<u>(STØMERIØ)S</u> SF	TRIP SEAL \$5.95475	\$59.55
1" PREFORMED EXPANSION JOINT F	III FR	•		CC.ECQ
於第25PREFORMED EXPANSION JOINTE	ILLER E			
0478 516E14021 SEMI-INTEGRAL ABUTMENT EXPANS	82.000 SION JOINT S	FT EAL AS PER I	\$29.13883 PLAN	\$2,389.38
104/99 516 44100 11 70 美国工作	# 6 000 F	EACHERS	RATE SENENDING SERVICES	\$ 636.02
ELASTOMERIC BEARING WITH INTER	LOAD PLAT		NUTREAUE INEUPRENE) (Fire 1995) Number 1997 (1997)	
0480 516E44100 ELASTOMERIC BEARING WITH INTER	6.000 RNAL LAMINA	EACH TES AND LOA	\$606.02033 AD PLATE (NEOPRENE)	\$3,636.12
19 X 19 X 2 1/2" BEARING WITH 2/"X21"	' LOAD PI ATI	= ·	the state of the s	
04816 516E44100 ELASTOMERIC BEARING WITH INTER	RNABBAMINA	TES AND HOA	THE SECOND CONTROL OF	\$36365128 \$4555555555555555555555555555555555555
0482 518E12201	LOAD PLATI 3.000		\$1,777.60208	
SCUPPERS, INCLUDING SUPPORTS, 04839 518E21200	ÀS PER DI AI	N .		\$5,332.81
SEE POROUS BACKFIEL WITH ELLIER FAE	49.000 RIO		\$5821326	\$2,852,467
0484 518E40000 6" PERFORATED CORRUGATED PLAS	58.000	FT.	\$9.41276	\$545.94
2048513518E40012	###15 000 E		\$12,36025	1504 SEPTEMBE 401
0486 518E51101	48,000	FT	\$350.0000	\$16,800.00
8" PIPE DOWNSPOUT, INCLUDING SP	ECIALS, AS I	PER PLAN		
EG PATCHING CONCRETE STRUCTURE	AS PER PLA	Notice States	\$75,00000	5975 001 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
DYNAMIC LOAD TESTING	2.000		\$3,000.00000	\$6,000.00
04893 610E50010 SEEGIAL RETAINING WALL MISC.	620,000	SERVER	\$50,0000	\$81,000,001
SE TEMPORARY MSE WALL OF SEASON				
0490 898E10201 QC/QA CONCRETE, CLASS QSC2, SUI	282.000 PERSTRUCT	URE (DECK) A	\$608.70327 AS PER PLAN	\$171,654.32
QG/QA CONCRETE CLASS QSC2 SUI	3 5 198 000 in	SYMPANIE	A 3 5 7 20 20 20 20 20 20 20 20 20 20 20 20 20	\$39,600.00
U492 898E11000	47.000	CY	\$520 02197	\$24,441.03
QC/QA CONCRETE, CLASS QSC2, SUI	多元 52 000 点	CYS SEE SEE	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	
0494 898E20160	STRUCTUR	E (PIER ABOV	EFOOTING)	\$32,76636 1
QC/QA CONCRETE, CLASS QSC1, SUE	90.000 3STRUCTUR	E (ABUTMENT	\$520.38867 INCLUDING FOOTING)	\$46,834.98
25 0430 F. 030E 20300 F.	63.000 s	CYSS/SUBERCEN	\$312/28036	\$19,673,663
1:06:01PM Thursday, April 09, 2009			· · · · · · · · · · · · · · · · · · ·	Page 20 of 21

Estimate: 20082			PB Americas, Inc.
Line # Item Number	Quantity Units	<u>Unit Price</u>	Extension
<u>Description</u> <u>Supplemental Description</u>		· · · · · · · · · · · · · · · · · · ·	
QC/QACONORETE CLASS OSCINSUB	STIRUCTURE (FOOTING		
		Total for Group 0025:	\$977,922.28
Group 0027: MEDIAN - ALT BID			
0496 503E21300 UNCLASSIFIED EXCAVATION	1.000 LS	\$5,000.00000	\$5,000.00
COA97 TO ME46000 COMMENTE COASS GOOD OF THE COASS GOOD OF THE COASS GOOD OF THE COASS OF THE COA	-332 000 CY -4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$480164523	100 al 25159 574 228
0498 511E46500	214.000 CY	\$264.70081	\$56,645.97
CLASS C CONCRETE, FOOTING	#30'000#SE	\$7,38368\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
PREFORMED EXPANSION JOINTEFIL			
0500 609E54000 6" CONCRETE TRAFFIC ISLAND	43.000 SY	\$49.94279	\$2,147.54
		Total for Group 0027:	\$223.589.24
Group 0028: TOWER 4 FOOTING			
Group 0028: TOWER 1 FOOTING	<u> </u>		
SECUNGUASSIFIED EXCAVATION 1452 44		\$1,000,00000 at 12,000 and 12,000	76 - 30 - 35 L 000 001
0502 511E46000 CLASS C CONCRETE	1.000 CY	\$560.23542	\$560.24
60500 6510E46500 655 FEBRUARY	6000 EY 1977	\$300,0000	\$1,800,000
CLASS G CONCRETE FOOTING			
		Total for Group 0028	3: \$3,360.24
Group 0029: TOWER 2 FOOTING			
0504 503E21300 UNCLASSIFIED EXCAVATION	1.000 LS	\$1,000.00000	\$1,000.00
10505 51 E46500 CONCRETE FOOTING	6000 CY	\$300,00000	\$31,800,000
	3. 在一种,1985年1985年1985年1985年1985年1985年1985年1985年	Total for Group 0029	· \$2 800 00
		. otal for Oloup 0023	. ΨΖ,000.00
Group 0030:			
0506 614E11000	1000 18	£1.750.000.00000	

0506 614E11000 1.000 LS \$1,750,000.00000 \$1,750,000.00 MAINTAINING TRAFFIC 0507-26 | 9E4602024 | SEIEND OFFICE STYPE 623E10000 1.000 LS \$100,000.00000 \$100,000.00 CONSTRUCTION LAYOUT STAKES 750/000/00000b

Total for Group 0030: \$3,662,670.46

FY084-094 Business Plan Inflation	n Calleulation
LascModified Flidly 2516, 2608	100년)/5708年
ENVERNALUESIDELLE YELLOW AT SECULIAR S	April 12, 2000
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मिलन्या नेप्रत्यं संग्राहा ल्लालन्यः	
AECIT (BIES OF DOUBLE AMOUNT)	
Estimate State Date to Constitutation VidaPoint Date:	37 Memis
(Sent-antually compounded growth) : inflated Dol Business Plan 20.5% \$ 4	lar Amount A 12,842,511.43
Estimator's Name: Parsons Brinckerhoff	
PID: 20082 HAM-50-18.79	
Estimator's Notes:	
E-53382 E-53382 E-53382	
	<i>.</i>

City of Cincinnati



Department of Finance

September 9, 2009

Michael Miller, Director Ohio Public Works Commission 65 East State Street, Suite 312 Columbus, Ohio 43215-4213

Re:

Status of Funds for Local Share Round 24 SCIP/LTIP Project Grants

Dear Mr. Miller:

The local matching shares for the following Round 24 SCIP/LTIP Projects are recommended by the City Manager for funding in the City's Capital Improvement Program:

STREET IMPROVEMENT PROJECTS

Madison Road - Brotherton Road to Ridge Avenue:

Safety and capacity improvements for Madison Road in Oakley. This project will include improvements to the Madison/Ridge intersection which are associated with the planned Kennedy Connector. In the vicinity of Brazee Street, new pedestrian islands will be constructed to provide improved pedestrian safety. (This is the second year of a two year allocation; though approved last year, we are still required to submit an application for Round 24 funding.)

Dana Avenue Improvements - Victory Parkway to I-71

Safety and capacity improvements for Dana Avenue in Evanston. This project will include horizontal geometric improvements to the roadway on Dana Avenue to meet current design standards. Widening will include concrete base and asphalt surface; new sidewalk on both sides of street, street lights, traffic signals and signage. (Similar to the Madison Road project above, this is the second year of a two year allocation; though approved last year, we are still required to submit an application for Round 24 funding.)

Barrow/Ridge Intersection Improvement:

Roadwork in conjunction with the Kennedy Connector project. This component will provide geometric improvements to the Barrow/Ridge/Alamo intersection, cul-de-sac Barrow, and construct a new roadway extending Alamo to become the new southeast approach Calvert Street and to the I-71SB / SR 562 WB ramp.

City Hall, Suite 250 801 Plum Street Cincinnati, Ohio 45202 Phone: (513) 352-3731

Fax:

(513) 352-2370

Joe Gray Director

Kathleen Creager Assistant Director

STREET IMPROVEMENT PROJECTS (continued)

Ibsen Avenue Improvements - Marburg to Ridge

Roadway widening work in conjunction with the Kennedy Connector project. This component will provide geometric improvements to the Ibsen/Marburg intersection and a realignment of the reconstructed Ibsen Avenue pavement.

Red Bank and Madison Improvements - Nutone Development Site

Proposed work includes widening Madison Road and construction of a new street to permit improved access to/from the former Nutone manufacturing site, which is being developed into offices and commercial space for new Midtown Crossing. This project will also include a traffic signal to be installed on Madison Road and the new street into Midtown Crossing.

STREET REHABILITATION PROJECT

Winton Road Rehabilitation:

Perform rehabilitation of Winton Road between Gray Road and North Bend Road.

BRIDGE REHABILITATION PROJECT

Western Hills Viaduct Deck Rehabilitation:

Rehabilitate the deck of the Western Hills Viaduct to extend the service life until such time that it can be replaced in its entirety.

BRIDGE RECONSTRUCTION PROJECT

Waldvogel Viaduct Reconstruction

Bridge and roadway reconstruction project which includes the removal of the existing deteriorated and load restricted, half mile long, Waldvogel Memorial Viaduct and replacing it with five new bridges and roadway on grade. The project also includes the improvement of River Road between State Avenue and Evans Street to meet current design standards.

LANDSLIDE CORRECTION PROJECTS

Art Museum Drive Landslide Correction:

Construct new retaining walls on Art Museum Drive between Mount Adams Drive and Eden Park Drive to replace an existing wall supporting the roadway on the downhill size.

Hillside Avenue at Tyler Avenue Landslide Correction:

Construct new retaining wall on downhill side of Hillside to stabilize roadway slippage. Located in the Riverside neighborhood.

RETAINING WALL IMPROVEMENT PROJECT

Cummins Street Retaining Wall Improvement:

Perform rehabilitation work on existing retaining wall supporting Cummins Street along the B&O railroad track in North Fairmount. This includes the replacement of 2000 Linear Feet of historic decorative concrete railing at the top of the wall.

The City Manager is committed to including the local funding needed to complete the project financing in the City's Capital Improvement Program. Sources of local funding for the City's Capital Improvement Program include dedicated revenue from the City's Earnings Tax, Southern Railway Lease proceeds, Bond proceeds, and Municipal Road funds. Additional funding has been committed by the Ohio Department of Transportation.

If you have any questions or need additional information regarding project financing, please contact me at (513) 352-6275.

Sincerely,

Department of Finance

CC:

David Holmes, Assistant City Manager Joe Gray, Director, Finance Michael Moore, Interim Director, Transportation and Engineering Lea Eriksen, Manager, Budget and Evaluation Tim Jamison, Acting City Engineer Joe Vogel, Transportation and Engineering Richard Szekeresh, Transportation and Engineering Greg Long, Traffic Engineering Dick Cline, Transportation and Engineering Adm. Files

Eng. Div. File #5948

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COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0226-2009 passed by the Council of the City of Cincinnati at their session on August 05, 2009 entitled:

ORDINANCE (EMERGENCY) submitted by Milton Dohoney, Jr., City Manager, on 8/3/2009, authorizing the City Manager to apply for funding grants and loans awarded by Hamilton County from the Municipal Road Fund ("MRF") program and the Ohio Public Works Commission's ("OPWC") State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP"), for the purpose of ensuring the timely completion of various road construction projects throughout the City.

IN TESTIMONY WHEREOF I have

hereunto set my name and affixed

the seal of the Clerk of Council

Office this $\underline{}$ 17^{th} day of

September in the year Two Thousand and Nine

Robert A. Neely, II

Deputy Clerk



EMERGENCY

City of Cincinnati

DWAPCIMY

- 2009

An Ordinance No. 226

AUTHORIZING the City Manager to apply for funding grants and loans awarded by Hamilton County from the Municipal Road Fund ("MRF") program and the Ohio Public Works Commission's ("OPWC") State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP"), for the purpose of ensuring the timely completion of various road construction projects throughout the City.

WHEREAS, the Department of Transportation and Engineering and the Greater Cincinnati Water Works intend to submit funding requests for MRF and OPWC funds to ensure timely completion various projects; and

WHEREAS, Anderson Township is interested in submitting an application for Ohio Public Works Commission funding for the improvement of Dyer Street and Glade Avenue, with Dyer being a township road having shared jurisdiction between Anderson Township and the City of Cincinnati; and

WHEREAS, said funding application for the Dyer Road improvements will require the accompaniment of an agreement between Anderson Township and the City specifying the manner in which the improvement project is to be jointly managed and costs shared; and

WHEREAS, the City of Saint Bernard is interested in submitting an application for Ohio Public Works Commission funding for the rehabilitation of one or more streets having shared jurisdiction between Saint Bernard and the City of Cincinnati; and

WHEREAS, said funding application for the rehabilitation of one or more streets having shared jurisdiction between Saint Bernard and the City of Cincinnati requires the accompaniment of an agreement between Saint Bernard and the City of Cincinnati specifying the manner in which the project is to be jointly managed and costs shared; and

WHEREAS, the acceptance of these grants will not require the addition of any FTEs; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is authorized to apply for funding grants and loans awarded by Hamilton County from the Municipal Road Fund ("MRF") program and the Ohio Public Works Commission's ("OPWC") State Capital Improvement Program ("SCIP"), Local Transportation Improvement Program ("LTIP"), and Revolving Loan Program ("RLP") for the

purpose of ensuring the timely completion of various road construction projects throughout the City.

Section 2. That the City Manager is hereby authorized to cooperate with Anderson Township to file a joint application for Round 24 Ohio Public Works Commission funding to improve Dyer Street and Glade Avenue, part of which includes a street having shared jurisdiction with the City of Cincinnati, and to enter into an agreement with Anderson Township specifying the terms and conditions for managing the project and sharing its costs should the project be approved for funding by the Ohio Public Works Commission.

Section 3. That the City Manager is hereby authorized to cooperate with the City of Saint Bernard to file a joint application for Round 24 Ohio Public Works Commission funding to rehabilitate one or more streets having shared jurisdiction with the City of Cincinnati, and to enter into an agreement with the City of Saint Bernard specifying the terms and conditions for managing the project and sharing its costs should the project be approved for funding by the Ohio Public Works Commission.

Section 4. That all proper City officials are authorized to comply with the terms of this ordinance.

Section 5. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to meet the MRF and OPWC application deadlines.

Passed: Mugust 5, 2009

HEREBY CERTIFY THAT ORDINANCE NOT A

IN ACCORDANCE WITH THE CHARTER ON 8

Wilson Attry

Attest:

Clerk

September 9, 2009

Subject:

Waldvogel Viaduct Reconstruction

Certification of Traffic Count for OPWC Projects

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached for the above referenced project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Bryan K. Williams, P.E. Supervising Engineer City of Cincinnati





Ohio Department of Transportation: ELLIS Reporting

User:	
jsmithso	
Date:	
03/04/2009	

Basic	Proi	iect	Infor	mation
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Project Name:

HAM US 50 18.79

PID:

20082

Project Status:

Active

Responsible District:

D8

Project Type:

Let

PDP Classification:

Мајог

Locale:

HAM

Project Tracked:

Yes

Project Description:

DEMOLISH EXISTING WALDVOGEL VIADUCT, WIDEN US 50 AND CONSTRUCT RAMPS TO BRIDGES TO ELBERON AVENUE AND WARSAW AVENUE TO REPLACE FUNCTIONS OF VIADUCT.

Project Milestone Information Lockdown Lockdown Milestone SFY Compl. Current Approved N/A Shared Recommended (2008)(2009) Begin Planning Study Νo Purpose and Need - Submitted No • • End Planning Study No Begin Environmental Clearance Nο Conceptual Alternatives Study -No Submitted Purpose Need / Prelim. Corridor Νo Approval Assessment of Feasible No Alternatives - Submitted Assessment of Feasible No Alternatives - Approved **Authorized Design Consultant** 2006 01/19/2006 | 06/30/2005 Nο Preferred Alternative Verification -2007 02/16/2007 No Submitted Waterway Permit Determination -No Complete Preferred Alternative Approval 2007 05/25/2007 Νo Stage 1 Plans - Submitted 2008 07/27/2007 No Stage 1 Plans - Complete 2008 10/01/2007 08/13/2007 No Preliminary R/W Plans - Submitted 2008 03/03/2008 No **Environmental Document** 2008 03/07/2008 : 05/26/2006 Yes Approved 404/401 Permits Submitted to No Agencies Stage 2 Plans - Submitted 2008 04/03/2008 No Preliminary R/W Plans - Approved 04/09/2008 2008 No Stage 2 Plans - Complete 2009 10/10/2008 01/10/2008 No Final R/W Plans Submitted 2009 10/20/2008 Nο Stage 3 Plans - Submitted 2009 03/27/2009 No Stage 3 Plans - Complete 2009 04/27/2009 08/07/2008 No R/W Authorized 2009 04/30/2009

Key13 cc/ - 3/4/09

404/401 Permits Received from Agencies		ordinado,				No	•
Tracings Complete	2009		06/27/2009	12/05/2008	And the state of t	No	¥
Region R/W Clear	2011	*****	07/09/2010		A	No	v
District R/W Certification	2011		08/08/2010	05/28/2009		No	V
Final Tracings - Approved	2011	Come .	08/09/2010			No	
Plan Package Received in C.O.	2011		08/19/2010	06/08/2009		No	V
Sale	2011		10/01/2010	10/01/2009		No	V
Award	2011	Aybs (10/01/2010	10/01/2009		No	· ·
Estimated Begin Construction	2011	·	04/04/2011		200 Marie 1920 - 2010 Marie 1930	No	*
Estimated End Construction	2013	harts.	10/31/2012			No	· •
	3 }		7	J		1	1

2º0 Quarter 2010 November Sale

- any more stippage and will move to third quarter



INTER-OFFICE COMMUNICATION

TO:

William R. Davis, Planning, District 8

FROM:

Robert A. Burgett, Project Analyses Admin., Office of Technical Services

SUBJECT:

HAM-50-18.79 PID 20082

DATE:

October 9, 2003

In reply to an IOC dated August 8, 2003, attached are two plates showing 2006 and 2026 a.m. and p.m. design hour volumes for the subject project. Please use the following design designations for the roadways for this project as indicated:

			PID 20082				j	
		•	HAM-50-18.79					
		U.S. 50	State Ave.	State	e Ave.		8 th	st.
		SW of State	NW of U.S. 50	S or	8 th St.	е	of	State
2006		27600	5500	91	00		1	200
2026	ADT	28300	5600	93	00			700
	K	.10	-10	• :	10			.10
•	· D	.72	. 64		72		ì	.76
	T24	.09	- 04	. (04			.04
	TD	.04	.02	. (02		1	.02
						τ	Ì	50/
		Elberon Ave.	Warsaw Ave.	Burns	<u>Evans</u>	_	.R.	·
2006	ADT	10650	8610	1090	1640	_	525	
2026	ADT	10650	8780	1090	1640		534	
	K	.10	.11	.11	.11			10
	D	.90	68	.75	. 83			80
	T24	.01	.01	.01	.01			05
	TD	.01	.01	.01	.01			025
							- '	- -

The model is showing little or no growth on roadways in this area between the base year trip table (1995) and the long-range trip table (2030).

Technical Services examined the count data from the consultant and incorporated it with some of its own count information. The turning movement count at River and State was modified because the volumes equated to a K factor of over 13 percent. Some of the other count data was smoothed. Technical Services did discuss the project with the City of Cincinnati. The City was helpful in explaining the geometrics. The westbound volumes that were provided for River Road at Burns (and Evans) did not appear to include the ramp volumes destined for Elberon or Warsaw. Technical

William R. Davis, District 8 HAM-50-18.79 PID 20082 October 9, 2003 page 2

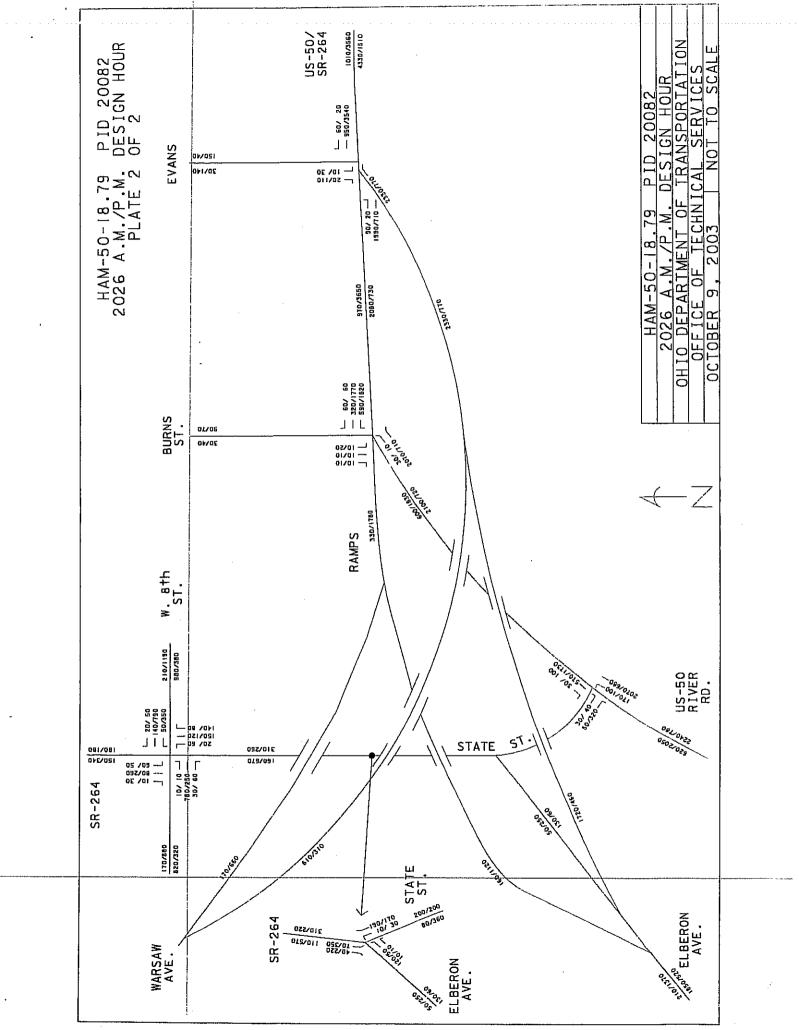
Services accepted the volumes that were reassigned for the road closures, believing that Cincinnati knows more about its local street patterns than Technical Services does. The truck percentages shown above are for design purposes and are generalized from the count data that was provided.

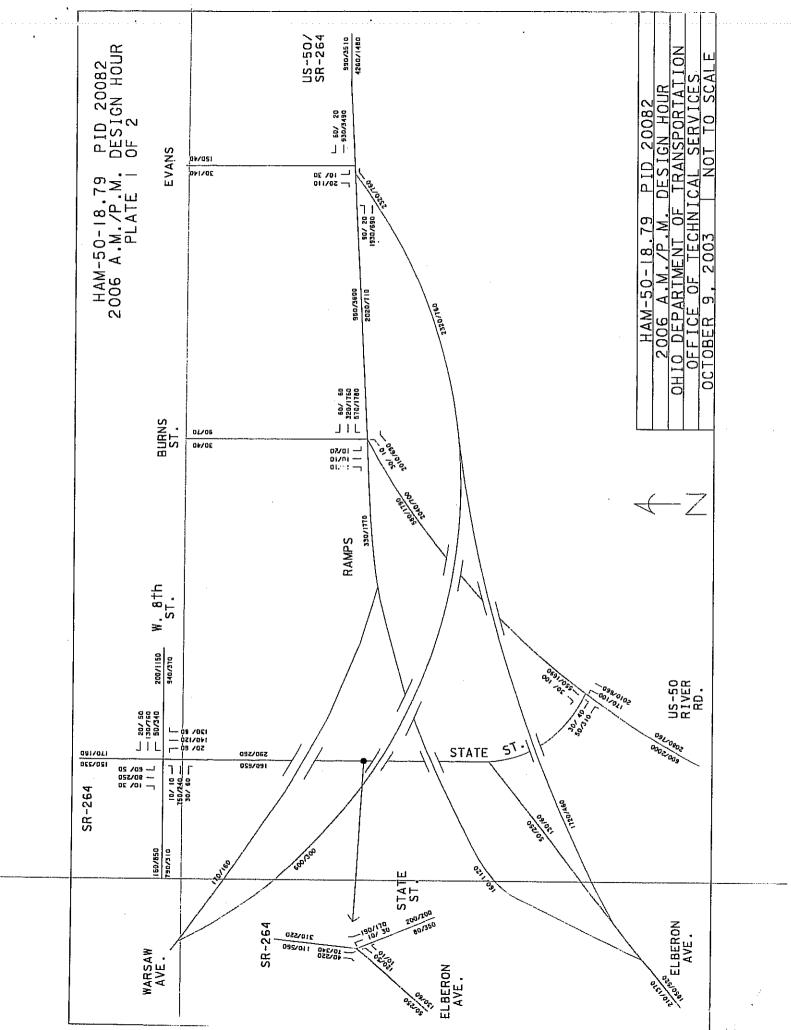
Technical Services believes the roadways shown on the attached plates correspond to the proposed project design. If there are errors in the roadways as shown or any questions, please call me at (614) 644-8195.

RAB:rb

Attachments

c: J. McQuirt, OTS-L. Oesterling, OTS-D. Martin, D8-H. Jindal, D8-R. Dickey, D8-File





STATE OF OHIO DEPARTMENT OF TRANSPORTATION BRIDGE INSPECTION REPORT

BR-86 REV 02-95

3 1 0 2 7 8 5

Structure File Number 7

Bridge Number HAM 00050 1874 CO ROUTE UNIT

CINCINNATI

Date Built 07/01/1947

District OB Bridge Type STEEL/GIRDER/D			Type Service 2 11 6TH ST VIA	DUCT. SR264	IAM
DECK 1. Floor	Out/Out 28.0 1-REINF CONCRT (PRESTRSD	<u>"</u>]3	2. Wearing Surface	THCK = 2.0 1-CONCRETE (SEPARATE) OV	
3. Curbs, Sidewalks, Walkways	1-CONCRETE 1-CONCRETE	12		W.S. Date =	41
		١,	4. Median		47
5. Railing	1-REINFORCED CONCRETE PA 10	n	6. Drainage	3-SCUPPERS & DWNSPTS	4.3
7. Expansion Joints	2-SLIDING METAL PLATE AN 1	3	8. Summary		åa
SUPERSTRUCTURE 9. Alignment	MAX,SPAN=109	, 1	10. Beams/Girders/Slab	2-RIVETED BUILT-UP STEEL	
14 Dianhanana - Casada	TOT.LGTH=2690	2		Z-MVETED BOILT-DF STEEL	45
11. Diaphragms or Crossframes	, , , , , , , , , , , , , , , , , , ,	2 2	12. Joists/Stringers		46
13. Floor Beams		╬	14. Floor Beam Connections		47
15. Verticals	t5	5	16. Diagonals		46
17. End Posts	16		18. Top Chord		19
19. Lower Chord	17	,[20. Lower Lateral Bracing		
		\dagger			50
21. Top Lateral Bracing	19	1	22. Sway Bracing	2-ROCKERS	51
23. Portals	ta ta	<u>-</u>	24. Bearing Devices	N-NONE	52
25. Arch	20	<u>, L</u>	26. Arch Columns or Hangers		53
27. Spandref Walls	21		28. Protective Coating System	TYPE = U-UNKNOWN DATE = 01/01/1955	54
29. Pins/Hangers/Hinges		3		27712 - 0 110 (7 1333	54
		s	30. Faligue Prone Connections		55
31. Live Load Response SUBSTRUCTURE	23 2-CONCRETE		32. Summary		5ñ
33. Abutments	2-CONCRETE 24	2	PIERS=42 34. Abulment Seats	SPANS = 47	57
35. Piers	TYPE = 5-STEEL 25	3	36. Pier Seats		
37. Backwalls		2	P	ABUTMENT:=UNKNOWN / UNKNOWN	58
		┝	38. Wingwalls		59
39. Fenders and Dolphins	47	-	40. Scour	N-BRIDGE NOT OVER WATERW 60	_
41. Slope Protection	N-NONE 28	_	42. Summary	DIVE DT=N/A	62
CULVERTS 43. General	. 29		44. Aligament		,,
45. Shape					63
	30	H	46. Seams		64
47. Headwalls or Endwalls	31	Ц	48. Scour		65
49.	32		50. Summary		តីជ
CHANNEL 51. Alignment	33		52. Prolection	X-N/A	
	45.1				67
53. Waterway Adequacy APPROACHES	34	Ш	54. Summary		sa
55. Pavement	2-BITUMINOUS 35	2	56. Approach Slabs		69
57. Guardrail	N-NONE 36		58. Relief Joints		70
59. Embankment	BRDG,WIDTH=28.0 37	1			
GENERAL	BRDG,WIDTH=28.0 37		60. Summary	PCT.LEGAL=40 ROUTINE.RESP: 4-CITY/LOCAL	71
51. Navigation Lights	MVC ON=9999 UND=0000		62. Waming Signs		72
i3. Sign Supports	39		64. Utilities		73
55. Vertical Clearance	40,	1	66. General Appraisal & Operati		4
NSPECTED BY			68. REVIEWED BY	ional Status 74	
	CDI	М		6 6 6 5 2 B S	С
SIGNED	76 PE 78 INITIALS		SIGNED	B1 PE B1 PE B1 PE	
OT 2852 DECK AREA 75,316	Date 1 1 1 0 0 8		0 N N N 1 1	1 N Date 0 2 0 4 0	9

STATE OF OHIO DEPARTMENT OF TRANSPORTATION BRIDGE INSPECTION REPORT

BR-86 REV 02-95
3 1 0 2 7 8 5

Structure File Number 7

Genera!

Bridge Number HAM 00050 1874 CO ROUTE UNIT

Date Built 07/01/1947

District 08 Bridge Type STEEL/GIRDER/DEC
--

Type Service 2 11

6TH ST VIADUCT, SR264

Deck	1. TRANSVERSE CRACKS, 3'-20' SPACING, SOME WITH
Deck	EFFLORESCENCE. RANDOM CRACKING, AREAS OF SPALLING WITH
Deck	RESTEEL EXPOSED. PATCHED AREAS. FULL DEPTH REPAIRS.
Deck	RANDOM DARK AND SATURATED AREAS.
Deck	2. TRANSVERSE AND LONGITUDINAL CRACKS, DELAMINATED AND
Deck	SPALLED AREAS, MAINLY ALONG EXPANSION JOINTS.
Deck	3. CURBS AND WALKS HAVE CRACKING, RUST STAINS, SPALLS WITH
Deck	EXPOSED RESTEEL, & AREAS OF DETERIORATION WITH SUBSTANTIAL
Deck	PATCHING.
Deck	5. RANDOM AREAS HAVE CRACKING, SPALLING, & RESTEEL EXPOSED.
Deck	6. RANDOM DOWNSPOUTS APPEAR TO BE CLOGGED, SEVERAL RUSTED
Deck	THROUGH.
Deck	7. HEAVY RUSTING TO BOTTOM OF RANDOM PLATES, A FEW RANDOM
Deck	SMALL GOUGES TO PLATES. SEVERAL JOINTS OVER SR50 HAVE UNEVEN
Deck	PLATES, UP TO 1" ELEVATION DIFFERENCE, APPEARS AS SET. HOT
Deck	SEAL MATERIAL IS PULLING LOOSE AND LEAKING.
Superstructure	ITEMS 10. THRU 14, AND 20. MINOR TO SEVERE RUST AND LOSS OF
Superstructure	SECTION TO GIRDERS AND STRUCTURAL FRAMING COMPONENTS, MAINLY
Superstructure	@ EXPANSION JOINTS FROM LEAKAGE THROUGH JOINTS; END FRAMES
Superstructure	HAVE HEAVY RUST AND LOSS OF SECTION AND SOME PERFORATIONS.
Superstructure	MINOR DENTS/BENDS TO LOWER LATERALS.
Superstructure	24. MINOR TO HEAVY RUST AND OLD & NEW LOSS OF SECTION.
Superstructure	RANDOM BEARINGS NOT CENTERED AT ABUTMENTS.
Superstructure	28. MINOR TO MAJOR LOSS OF COATING SYSTEM WITH RUST AND
Superstructure	PEELING. RUSTING IN CRITICAL AREAS. LESS THAN 40% RUST.
Superstructure	29. SEVERAL HINGE AREAS HAVE HEAVY RUST, PACK RUST, LOSS OF
Superstructure	SECTION, BEAM ENDS WITH UP TO 50% LOSS OF SECTION TO
Superstructure	SMALL PERFORATED AREAS. MANY VERTICAL STIFFNERS BENEATH
Superstructure	SEATED BEARING DEVICES HAVE SEVERE PACK RUST TO BACK TO BACK
Superstructure	ANGLES, & FLANGES THINNING.
Substructure	33/37. VERTICAL CRACKING WITH RANDOM SPACING, EFFLOR., SOME
Substructure	SPALLING OF CONCRETE ON ABUT/BACKWALL FACE. SOME WITH
Substructure	RESTEEL EXPOSED.
Substructure	34. MINOR SPALLS WIRESTEEL EXPOSED TO SOME AREAS.
Substructure	35. PERFORATIONS WERE FOUND AT BASE OF PIER 9 RAMP C, PIER
Substructure	2 RAMP D, AND ON MAINLINE AT APPROX, PIER 15 WITH OTHERS
Substructure	SHOWING L.O.S. AND SOME NEARLY PERFORATED AT THE BASE; 8+/-
Substructure	LOCATIONS HAVE MINOR COLLISION DAMAGE TO EXISTING STEEL
Substructure	PIER THROUGHOUT STR; MOST LOCATIONS BENEATH LEAKING JTS.
Substructure	SHOW MODERATE TO SEVERE RUST AND LOS TO PIERS, PIER BASES,
Substructure	ANCHOR NUTS, RIVET HEADS; CONCRETE AT PIER FOOTINGS HAVE
Substructure	SPALLING, DETERIORATION, EXPOSED RESTEEL AT SOME LOCATIONS.
Substructure	38. VERTICAL CRACKING WITH EFFLOR.
Approaches	55. RANDOM UNSEALED CRACKS, SOME WHEEL RUTTING,
General	64. ALL LIGHTING DID NOT HAVE ALL NUTS FULLY THREADED ON
General	ANCHOR BOLTS, EXPOSED WIRING ON SIDE AND UNDER DECK.

66. 16 TON LEGAL LIMIT (POSTED)

BRIDGE NAME (CINSPECTION) TEM	SEN	RATING
WALDVOGEL VIADUCT EAST END (WESTBOUND)	3102785	4 P
Inspected By: STEPHEN C. GRESSEL, P.E.	PE:PE Init: SCG Date:	03/11/2009
Signature:		
Reviewed By: WILLIAM J. SHEFCIK, P.E.	PE:PE Init:WJS Date:	03/11/2009
Signature: Bulla April		
Bridge #: CITY (ENG) #63A Insp Resp: STATE	Maint Resp: STATE	
County: HAM Route: 50 Unit: 1904 BrType (Main/	Appr Spans): 363 / Year	Built: 5100
Survey: 000011NN	Needs to be Inventoried E	
Load Rating %: 40 Load Rating Analyst Initials: Load	ad Rating Analysis Date: //	
Inspection satisfies AASHTO Manual for Maintenance Inspection of British all productions and the satisfies AASHTO Manual for Maintenance Inspection of British all productions are satisfied as the satisfies AASHTO Manual for Maintenance Inspection of British all productions are satisfied as the satisfies AASHTO Manual for Maintenance Inspection of British all productions are satisfied as the satisfies AASHTO Manual for Maintenance Inspection of British all productions are satisfied as the satisf	ridges "Routine Inspection" requ	irements.
Not all main structural members were inspected within "arms reach" d	Istance.	
1 FLOOR: Trans. cracks w efflor; water @ cracks; minor spalling w Deck Notes BELOW	exp. corr. reinr; hole @ pier 17 (CON'T 2
2 WEARING SURFACE: Overlayed w conc. w poly-fiber reinf (1998	3): spalls forming: long, cracker of	200
cracks:	y, spails forming, long, cracks, i	nap 2
3 CURBS, SIDWLKS/WLK WAYS: Trans. cracks; deter. below - esp	o. @ its.	3
		L PAGE
5 RAILING: Spalls w exp. corr. reinf. (WPA type railing); damaged E	of stairway, 6 columns cracked	: 3
CONTIDECK Notes BELOW		
6 DRAINAGE: 5 inlets w horiz. runs, most sound open; troughs rem	oved, some remnants.	3
7 EXPANSION JOINTS: Corr; walk plts. bent; local conc. deter. & sp	palling; leakage, impact damage	@ 3
CONT Deck Notes BELOW		
8 DECK SUMMARY:		5
9 STR.ALIGNMENT:		1
10 REAMS/CIDDEDS/SI AR: Est corr vid OC 8 distriction of the corr	到程序的形成形式 医黑色皮肤皮肤 医肠炎性皮肤炎	
10 BEAMS/GIRDERS/SLAB: Ext. corr. w LOS & rivet deter. @ exp. jt minor corr. elsewhere.	s. arrested by re-painting (1996)	
12 JOISTS/STRINGERS:	可以完全的新的性益。[2] [2] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4	
13 FLOOR BEAMS: Corr. w initial LOS @ exp. jts. & under manholes	: minor corr. elsewhere	2
14 FLOOR BEAM CONNECTIONS: Corr. w rivet head deter. @ exp.	jts; minor corr. elsewhere.	2
	医多种多种氏征 医多种性原因 医多种皮肤	
20 LOWER LATERAL BRACING: Minor corr.		1
24 BEARING DEVICES: @ far E only - painted w 6th St. Expwy. contr	ract.	1
	多数量 医斯夫里氏病毒素等毒类的复数	B
28 PROTECTIVE COATING SYSTEM (YEAR/CONDITION): LOS @	- The grade of the control of the co	0
peeling elswehere.	Year:	
29 PINS/HANGERS/HINGES: Initial LOS & rivet deter. @ all hinges;	painted (1996 & 2007).	2
31 LIVE LOAD RESPONSE: Vibration under truck loading.	the same than the property of the second of	200
The state of the s		S
1. 10. 11. 11. 11. 11. 11. 11. 11. 11. 1	an and constitue, Signature (Constitution See Sec.	基準

BRIDGE NAME / INSPECTION ITEM TO THE RESERVENCE OF THE PROPERTY OF THE PROPERT		· SF	N S E	RATING
WALDVOGEL VIADUCT EAST END (WESTBOUND)		310	2785	4 P
Inspected By: STEPHEN C. GRESSEL, P.E.	PE:PE	Init: SCG	Date:03	/11/2009
Signature:				
Reviewed By: WILLIAM J. SHEFCIK, P.E.	PE:PE	Init: WJS	Date: 03	/11/2009
Signature: Fell And				
Bridge #: CITY (ENG) #63A / Insp Resp:STATE	Maint R	esp: STATE		
32 SUPERSTRUCTURE SUMMARY: Not fatigue prone; not redundant.	- Commission Commission (Commission)			4
35 PIERS: Corr. @ lower pin supports; spalls @ bases; impact damage to	sway b	racing @ Ev	rans St.	2
36 PIER SEATS: Integral			orthern somes	
		i trijetenije	apa paga	
42 SUBSTRUCTURE SUMMARY:				7
55 PAVEMENT:				
55 PAVEMENT:		Avnovije, de		
57 GUARDRAIL:	manage com effects	- an autology freezy (general greek profession)		1
	in de la companional de la companional La companional de la			
60 APPROACHES SUMMARY:		yanan makan makan	- Harles and Carrier	7
62 WARNING SIGNS: Posted 16 Ton Load Limit.	Merking.			1
To a second the second	Quarint.		43.16.16 (a) B	
65 VERTICAL CLEARANCE:			·	1
			ikie kali	
66 GEN/APPRAIS/OPERATIONS: The Waldvogel Viaduct is inventoried by	oy ODO	T as one	Conditi	ion: 4 P
bridge:	ar dayin bar			

Deck Notes:

FLOOR CON'T: - poss. core drill; formwork boards bet. bents 35-36.

RAILING CON'T: impact damage ~ 75' W of stairs.

EXPANSION JOINTS CONT: E; @ bent 17 - exp. jt. closed @ N side, slightly open on S side; jt. @ 12 - daylight visible thru finger jts.

Approach Notes:

APPROACH BRIDGES: E approach bridge is the "6th St. Exprwy (WB) over Mill Creek & RR". W end is the "Waldvogel Viaduct Mainline"; & is rated 4P.

General Notes:

NW STEEL STAIRWAY: Cracks in paint @ tread supports may indicate cracked welds; minor rusting.

Hinge refurbishment (1996); deck conc. overlay & full deck repairs (1998).

Plans under development for bridge replacement by 2011.



Consulting Engineers 312 Plum Street, Suite 910 Cincinnati, Ohio 45202 513-621-7054 513-621-3602 Fax

March 3, 1993

Mr. G.C. Hartman Acting City Engineer City Hall, Room 410 810 Plum Street Cincinnati, OH 45202

Re: HAM-Waldvogel Memorial Viaduct

Dear Mr. Hartman:

Reference is made to Mr. Brian Pickering's telephone request for Hazelet + Erdal, Inc. to provide the City of Cincinnati, with information in order for the City to be able to post a legal truck limit on the above noted structure.

Previous Inspection, Analysis & Evaluation:

Hazelet + Erdal, Inc. performed an arms length inspection of the viaduct in 1989 and 1990 for the City of Cincinnati. Our findings of that inspection were submitted to the City by our letter dated May 31, 1990 in a report entitled "Phase I Inspection & Rehabilitation".

The report stated that the structural steel was generally in good condition. However, there were numerous areas of varying degrees of rust and deterioration, and some of the structure members have significant loss of section. The most significant area of loss of section was at the hinged bearings at the roadway joints.

A part of that report was our preliminary structure analysis and evaluation based on a strengthen structure to support a widened roadway.

Dennis M. Baron, P.E.

Richard L. Calhoun, P.E.

John U. Estes, Jr., P.E.

T. I. Glasscock, Jr., P.E.

Jack L. Kuhn, P.E.

HAZELET + ERDAL, INC.

Mr. G.C. Hartman March 3, 1993 Page 2

In the report it was stated that in order to rehabilitate the structure to accommodate a widened roadway, that the hinged bearings needed to be repaired (many areas were badly rusted and over stressed). Repair of those bearings required replacement of the riveted connections with new bolted connections, with some of the angles and plates needing replacement.

Analysis for load limitation:

From our inspection and previous analysis, we finalized that the hinge bearings exhibited the most critical losses and consequently would be the most over stressed. Analysis were made to determine the critical location, based on the existing structure without any rehabilitation. The most critical location was at the east end of the north girder, at the cantilever end, east of Bent 18.

Our analysis calculates a maximum operating rating of 16 Ton.

If we can be of further assistance in the matter, please advise us.

Yours very truly,

HAZELET + ERDAL, INC.

John 17 Offerberge

John H. Offenberger

JHO/bjk

Asked John Offenberger to investigate if a 18.5 ton Metro

Bus (13.5 k - 24'spacing-23.5 k) could be tolerated. Express

routes 10, 32, 33 f77 go ever brieflye. Also asked John

to investigate quantity of repairs necessary to bring capacity

up to 20, 25, 30 ton or whatever. Explained that we are

leaking for some minimal level of repairs that will bring the rating

up to something better than 16 ton. Again he was asked to

use "operating rating" stresses. We want to at least got a Mutro

Bus on the briefse.

RJX 3-9-93

Informed kim Stummer of need for 16 Ton Posting on 3.9-93. Called Dennis Daly on 3.9-93 and asked him to start the ball rolling on gotting it posted.

RAS 3. 9- 93

HAZELET + ERDAL, INC.



Consulting Engineers 312 Plum Street, Suite 910 Cincinnati, Ohio 45202 513-621-7054 513-621-3602 Fax

March 19, 1993

Break Sugar reviews. John

Offen beger droped off an

3-19-93. I made this copy for

us and gave ary mal to front

office. We need to discuss

14-Loading we kille. It is not

legal.

Rff 3-19-93.

Mr. G.C. Hartman Acting City Engineer City Hall, Room 410 810 Plum Street Cincinnati, OH 45202

Re: HAM-Waldvogel Memorial Viaduct

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From our analysis, shown below is maximum gross loads permitted:

Operating Rating			Gross Loads (tons)
AASHTO H Loading	26.2 ^K 6.5 ^K		,
	14′		16.35
AASHTO HS Loading	16.7 ^R 16.7 ^R	4.2 ^x	18.8
	▼	V	
Bus Loading	23.5 ^x	13.5 ^x	18.5
	V	> ▼	

HAZELET + ERDAL, INC.

Mr. G.C. Hartman March 19, 1993 Page 3

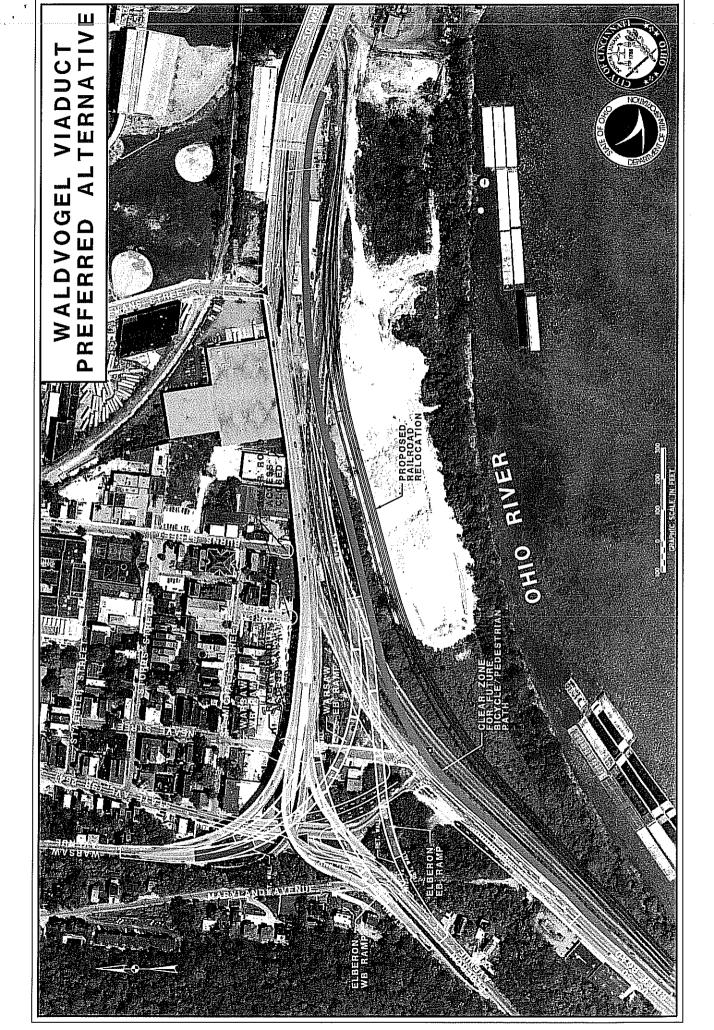
If we can be of further assistance in the matter, please advise us.

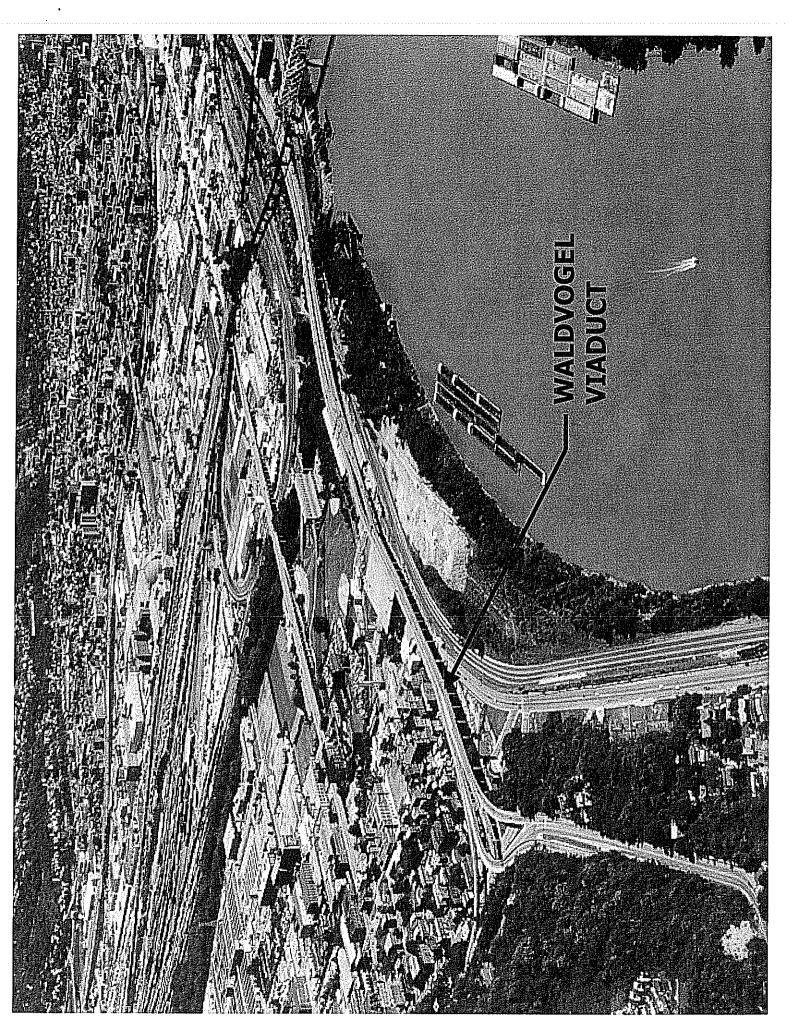
Yours very truly,

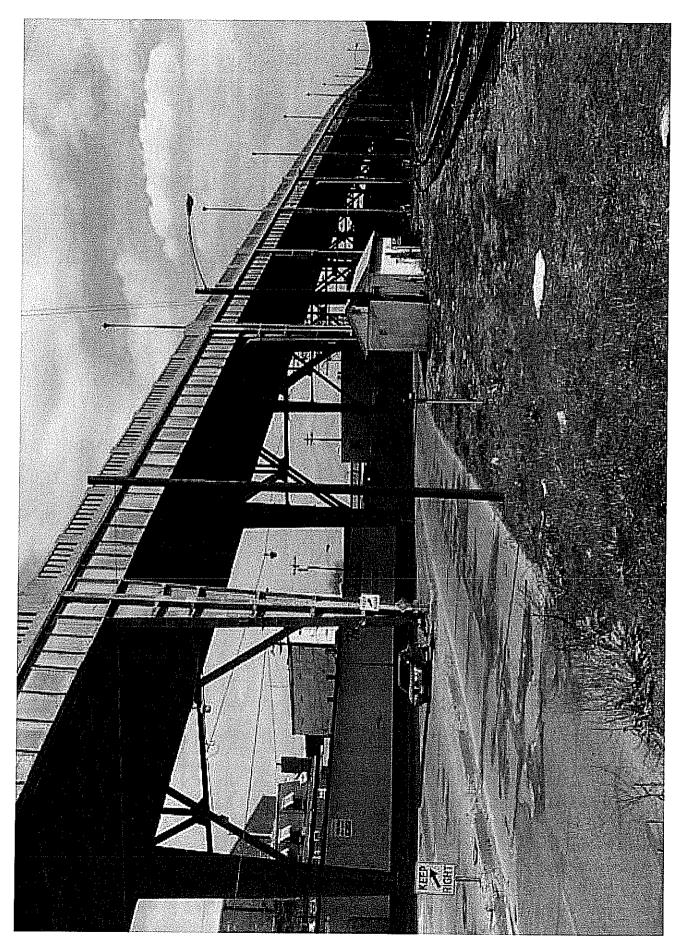
HAZELET + ERDAL, INC.

John H. Offenberger

JHO/bjk



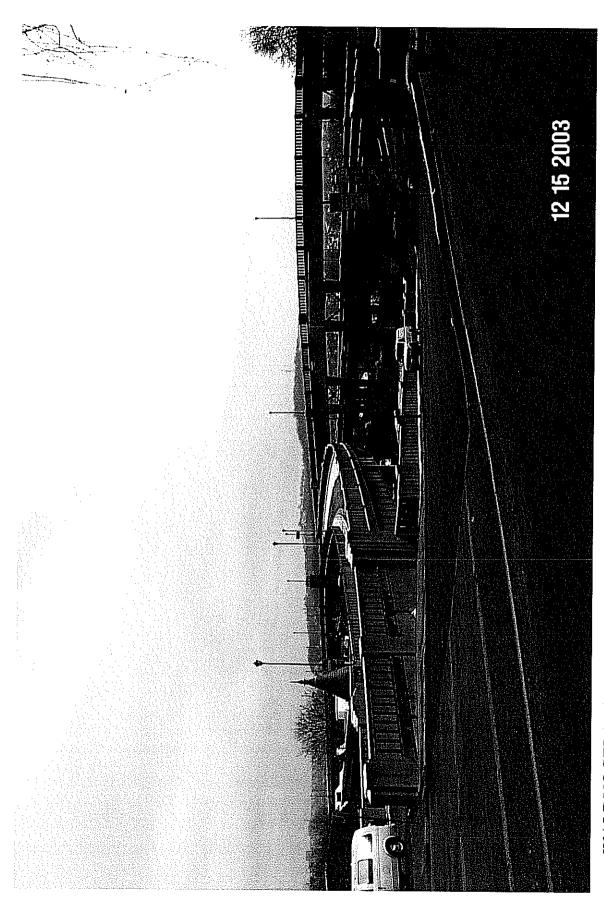




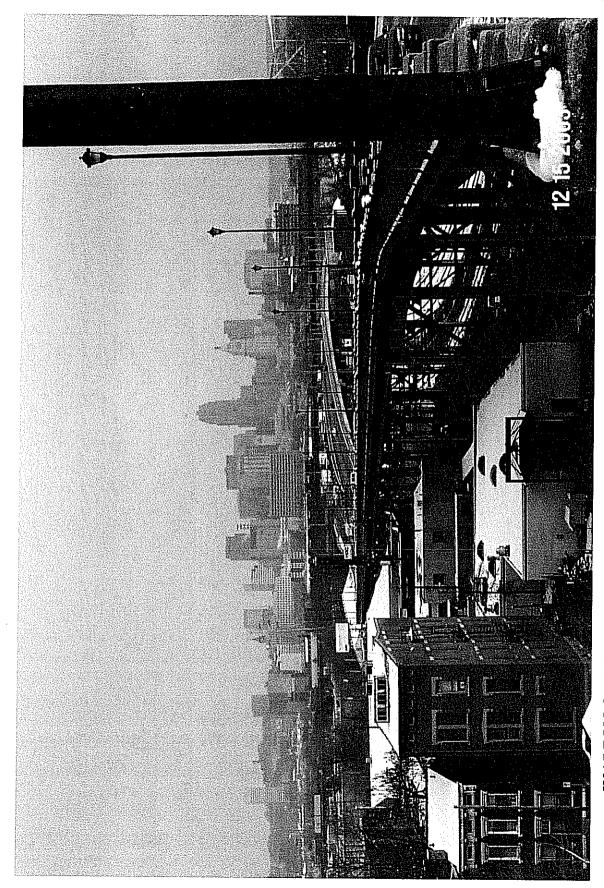
WALDVOGEL VIADUCT – MAIN LINE STRUCTURE OVER U.S. 50 (RIVER ROAD)



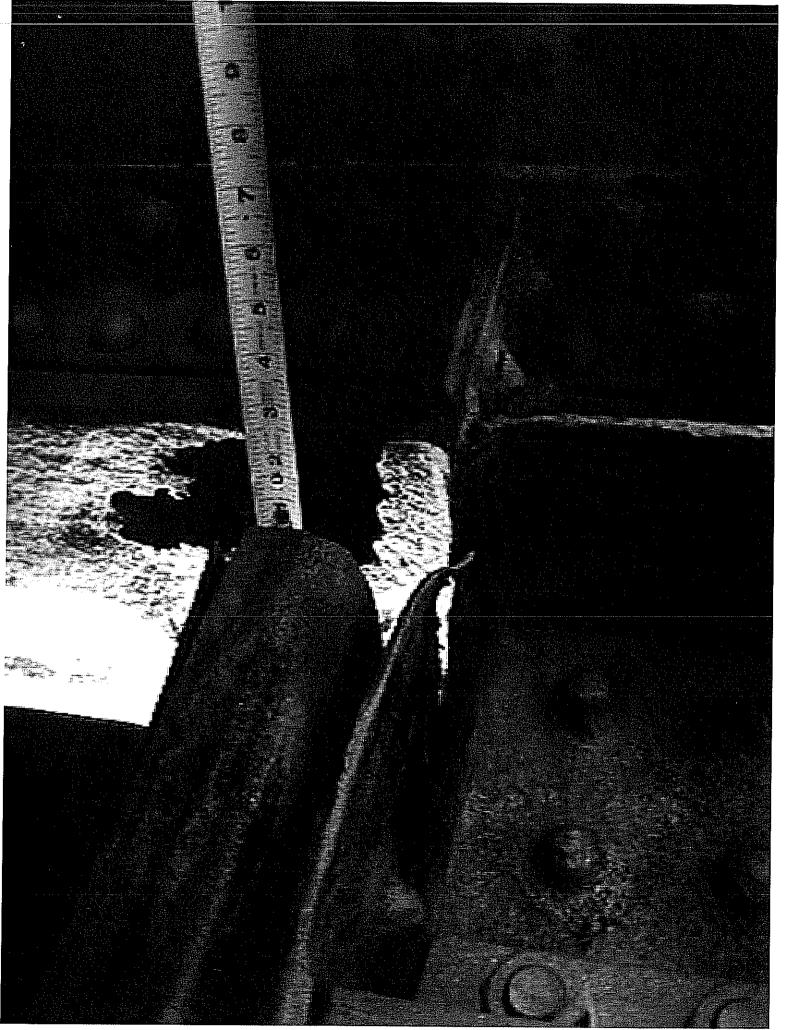
WALDVOGEL VIADUCT – REPAINTED GIRDER HINGE UNDERGOING NEW DETERIORATION



WALDVOGEL VIADUCT- WEST RAMPS TO AND FROM ELBERON AND WARSAW AVENUES



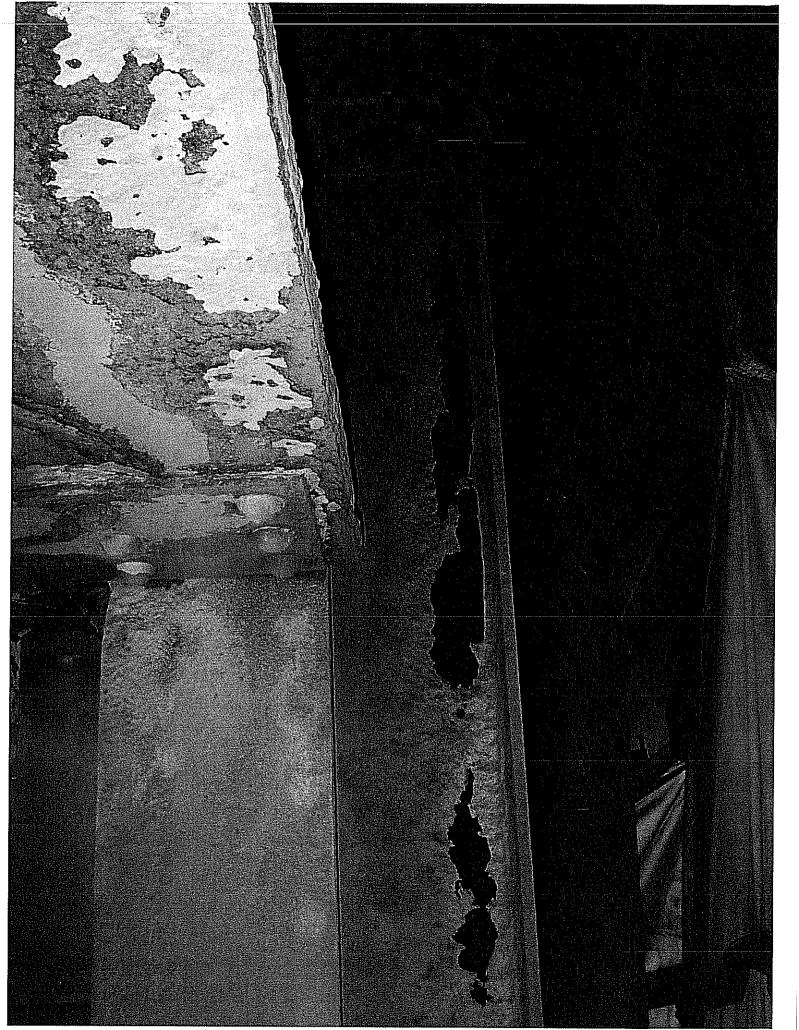
WALDVOGEL VIADUCT - MAIN LINE STRUCTURE OVER U.S. 50 (RIVER ROAD)

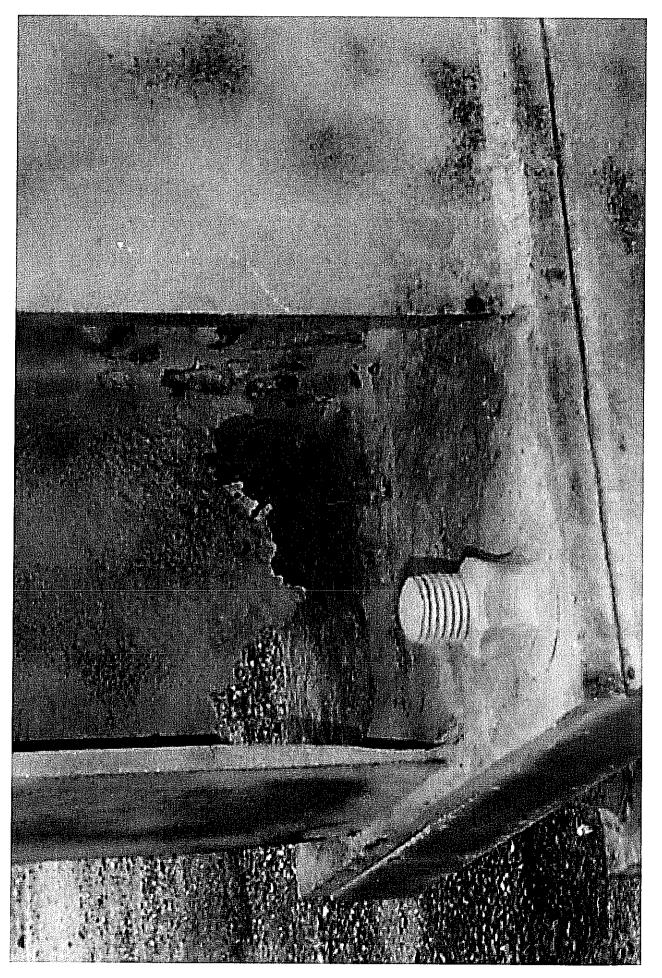












WALDVOGEL VIADUCT - DETERIORATED COLUMN BASE





2006-2008 Midblock Accidents

Event Description	Event Description DATTEOHII INJURIES	FATALITIES RoadConditionDesc	WeatherDesc	19pens
W. 6th Street				
Sideswipe Passing	23-Jun-08	0 Dry	Clear	1300 W 6TH ST
Animal	14-Feb-08	0 Dry	Clear	1300 W 6TH ST
Rear-End	01-Jul-06	0 Dry	Clear	1300 W 6TH ST
Rear-End	04-Dec-07	0 Dry	A	1301 W 6TH ST
Rear-End	18-Jan-06	0 Wet	Snow	1500 W 6TH ST
Sideswipe Meeting	25-Nov-07	0 Dry	Clear	1600 W 6TH ST
Fixed Object	21-Jul-06	0 Wet	Rain	1600 W 6TH ST
Rear-End	17-Dec-08			1700 W 6TH ST
Fixed Object	10-Aug-08	0 Dry	Clear	1700 W 6TH ST
Head-On	20-Jan-08 No Injury	0 Dry	Clear	1800 W 6TH ST
Sideswipe Passing	26-Mar-07	0 Dry	Clear	1800 W 6TH ST
Rear-End	09-Sep-06	0 Dry	Clear	1800 W 6TH ST
Fixed Object	01-Feb-08	0 Dry	Clear	1900 W 6TH ST
Sideswipe Passing	16-Aug-06	0 Dry	Clear	1950 W 6TH ST

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Sideswipe Passing	26-Apr-06	0 Dry	Clear	1900 RIVER RD
Sideswipe Passing	25-Jul-06	0 Dry	Clear	1900 RIVER RD
Fixed Object	04-Aug-06	0 Dry	Clear	1900 RIVER RD
Rear-End	09-Aug-06	0 Wet	Rain	1900 RIVER RD
Sideswipe Meeting	28-Aug-06	0 Wet	Rain	1900 RIVER RD
Sideswipe Meeting	12-Oct-06	0 Wet	Rain	1900 RIVER RD
Fixed Object	08-Feb-07 No Injury	0 Wet	Clear	1900 RIVER RD
Sideswipe Passing	01-Jun-07	0 Dry	Clear	1900 RIVER RD
Sideswipe Passing	13-May-06	0 Wet	Rain	1900 RIVER RD
Parked Motor Veh	31-Jul-07	0 Dry	Gear	1900 RIVER RD
Rear-End	06-Mar-08	0 Dry	Clear	1900 RIVER RD
Rear-End	27-Mar-08	0 Wet	Rain	1900 RIVER RD
Sideswipe Meeting	28-May-08	0 Dry	Clear	1900 RIVER RD

Event Description	DATTEOHI	FATTALITIES RoadConditionDeso	eso WeatherDeso	
		0 Wet		1900 RIVER RD
Rear-End	05-Aug-08	0 Wet	Rain	1900 RIVER RD
Backing	02-Dec-08	Dry	Cloudy	1900 RIVER RD
Rear-End	05-Aug-08	0 Wet	Rain	1900 RIVER RD
Sideswipe Passing	21-Aug-08	0 Dry	Clear	1900 RIVER RD
Sideswipe Passing	30-Jan-06	0 Dry	Cloudy	1900 RIVER RD
Rear-End	27-Aug-08	0 Wet	Rain	1900 RIVER RD
Sideswipe Meeting	27-Aug-08	0 Dry	Cloudy	1900 RIVER RD
Rear-End	19-Jan-06	0 Dry	Cloudy	1901 RIVER RD
Angle	01-Jun-06	0 Wet	Rain	1901 RIVER RD
Angle	05-Jul-07	0 Wet	Rain	1901 RIVER RD
Sideswipe Passing	15-Feb-06	Dry	Clear	1909 RIVER RD
Rear-End	05-Jun-06	0 Dry	Clear	1920 RIVER RD
Angle	05-Feb-06	0 Wet	Cloudy	1940 RIVER RD
Sideswipe Meeting	23-Sep-06	0 Wet	Rain	1940 RIVER RD
Sideswipe Passing	22-Aug-06	0 Dry	Clear	1940 RIVER RD
Sideswipe Passing	02-Dec-08	Dry	Clear	1940 RIVER RD
Fixed Object	20-Apr-06	0 Wet	Rain	1940 RIVER RD
Sideswipe Meeting	04-Jan-08	0 Wet	Cloudy	1940 RIVER RD
Sideswipe Passing	26-Feb-08	0 Wet	Rain	1940 RIVER RD
Angle	13-Nov-08	0 Wet	Rain	1940 RIVER RD
Sideswipe Passing	09-Mar-06	Wet	Rain	1941 RIVER RD
Fixed Object	09-Aug-06	0 Wet	Rain	1941 RIVER RD
Fixed Object	17-Jan-06	0 Wet	Rain	1941 RIVER RD
Fixed Object	02-Dec-07	0 Wet	Rain	1951 RIVER RD
Sideswipe Passing	22-Mar-07	0 Dry	Cloudy	1991 RIVER RD
Sideswipe Meeting	14-May-06	0 Wet	Clear	2000 RIVER RD
Angle	02-Apr-07	0 Dry	Clear	2000 RIVER RD
Sideswipe Meeting	29-Oct-08	0 Dry	Clear	2000 RIVER RD
Fixed Object	10-May-06	0 Dry	Clear	2000 RIVER RD
Sideswipe Meeting	11-Mar-07 Non-Incapacitating	g 0 Dry	Clear	2000 RIVER RD
Angle	15-Oct-08			2000 RIVER RD

Event Description	DATEOHI INJURIES		FATALITIES RoadConditionDesc	WeatherDesc	Staddr
			0 Wet	Cloudy	2001 RIVER RD
Sideswipe Passing	27-Dec-07		0 Wet	Cloudy	2001 RIVER RD
Sideswipe Meeting	14-Mar-08		0 Wet	Clear	2025 RIVER RD
Rear-End	19-Jun-06		0 Wet	Rain	2100 RIVER RD
Angle	17-May-06		0 Wet	Rain	2100 RIVER RD
Sideswipe Passing	12-Jan-07		0 Wet	Rain	2100 RIVER RD
Rear-End	21-Feb-06		Dry	Clear	2100 RIVER RD
Rear-End	12-May-06		0 Wet	Rain	2100 RIVER RD
Sideswipe Passing	06-Aug-07		0 Dry	Clear	2100 RIVER RD
Rear-End	22-Sep-06		0 Wet	Rain	2100 RIVER RD
Rear-End	19-Oct-06		0 Dry	Rain	2100 RIVER RD
Angle	13-Jun-08		0 Wet	Rain	2100 RIVER RD
Rear-End	03-Jun-08		0 Wet	Rain	2100 RIVER RD
Rear-End	09-Jan-07		0 Dry		2100 RIVER RD
Fixed Object	07-Jan-08		0 Wet	Cloudy	2100 RIVER RD
Rear-End	26-Jun-07		0 Dry	Clear	2100 RIVER RD
Angle	26-Jul-07	***************************************	0 Wet	Cloudy	2100 RIVER RD
Rear-End	09-Jan-07		0 Dry	Clear	2100 RIVER RD
Fixed Object	22-Sep-06		0 Wet	Rain	2101 RIVER RD
Rear-End	13-Nov-07		0 Wet	Rain	2115 RIVER RD
Sideswipe Passing	27-Apr-06		0 Dry	Clear	2121 RIVER RD
Rear-End	30-Mar-06		Dry	Clear	2125 RIVER RD
Rear-End	29-May-06		0 Dry	Clear	2140 RIVER RD
Animal	07-Nov-08				2143 RIVER RD
Fixed Object	19-Jun-07		0 Wet	Rain	2151 RIVER RD
Sideswipe Passing	29-Jun-07		0 Dry	Cloudy	2152 RIVER RD
Angle	17-Nov-08	***************************************			2152 RIVER RD
Rear-End	08-May-08		0 Wet	Rain	2153 RIVER RD
Rear-End	02-May-06		0 Wet	Rain	2162 RIVER RD
Sideswipe Meeting	18-Nov-06		0 Dry	Clear	2200 RIVER RD
Fixed Object	19-Jul-06		0 Wet	Cloudy	2300 RIVER RD
Sideswipe Passing	05-Dec-07			Sleet, Hall (Freezing Rain, Drizzle)	2300 RIVER RD

2006-2008 Intersection Accidents

ᅙᄣ	⊓One LocationTwo oad & Neave St	Event Description	DATEOHU INDURIES	FATALITIES Road Condit	tionDesc WeatherDesc
NEAVE ST	RIVER RD	Sideswipe Meeting	03-Jan-08	0 Wet	Cloudy
NEAVE ST	RIVER RD	Sideswipe Passing	28-Jul-07	0 Dry	Cloudy

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BURNS ST RIVER RD	RIVER RD	Sideswipe Meeting	30-Oct-07	0 Dry	Clear
	RIVER RD	Sideswipe Passing	07-Jun-07	0 Dry	Clear
	RIVER RD	Rear-End	25-May-07	0 Dry	Clear
	RIVER RD	Angle	09-May-07	0 Dry	Clear
BURNS ST	RIVER RD	Rear-End	26-Jan-07	0 Dry	Clear
	RIVER RD	Rear-End	25-Dec-06	0 Wet	Rain

River Road & Evans St	& Evans St				
EVANS ST	RIVER RD	Sideswipe Passing	08-Dec-08		
EVANS ST	RIVER RD	Rear-End	05-Feb-08	0 Wet	Rain
EVANS ST	RIVER RD	Rear-End	13-Nov-07	0 Wet	Rain
EVANS ST	RIVER RD	Sideswipe Passing	06-Sep-07	0 Dry	Clear
EVANS ST	RIVER RD	Rear-End	06-Aug-07	0 Dry	Cloudy
EVANS ST	RIVER RD	Angle	19-Feb-07	0 Dry	Clear
EVANS ST	RIVER RD	Rear-End	18-Jan-07	0 Dry	Cloudy
EVANS ST	RIVER RD	Sideswipe Passing	03-Oct-06	0 Dry	Clear
EVANS ST	RIVER RD	Rear-End	12-May-06	0 Wet	Rain
EVANS ST	W 6TH ST	Angle	26-Sep-07 No Injury	0 Wet	Rain
EVANS ST	W 6TH ST	Rear-End	28-Aug-07	0 Dry	Clear
RIVER RD	W 6TH ST	Rear-End	02-Aug-07	0 Dry	Clear

River Road	& State Av				
RIVER RD	STATE AV	Rear-End	17-Jul-08	0 Dry	Clear
RIVER RD	STATE AV	Sideswipe Passing	24-Jun-08	0 Dry	Clear
RIVER RD	STATE AV	Sideswipe Passing	22-Feb-08	0 Ice	Rain
RIVER RD	RIVER RD STATE AV	VV Rear-End C	05-Nov-07	0 Wet	Cloudy
RIVER RD	STATE AV	Angle	28-Sep-06	0 Wet	Clear

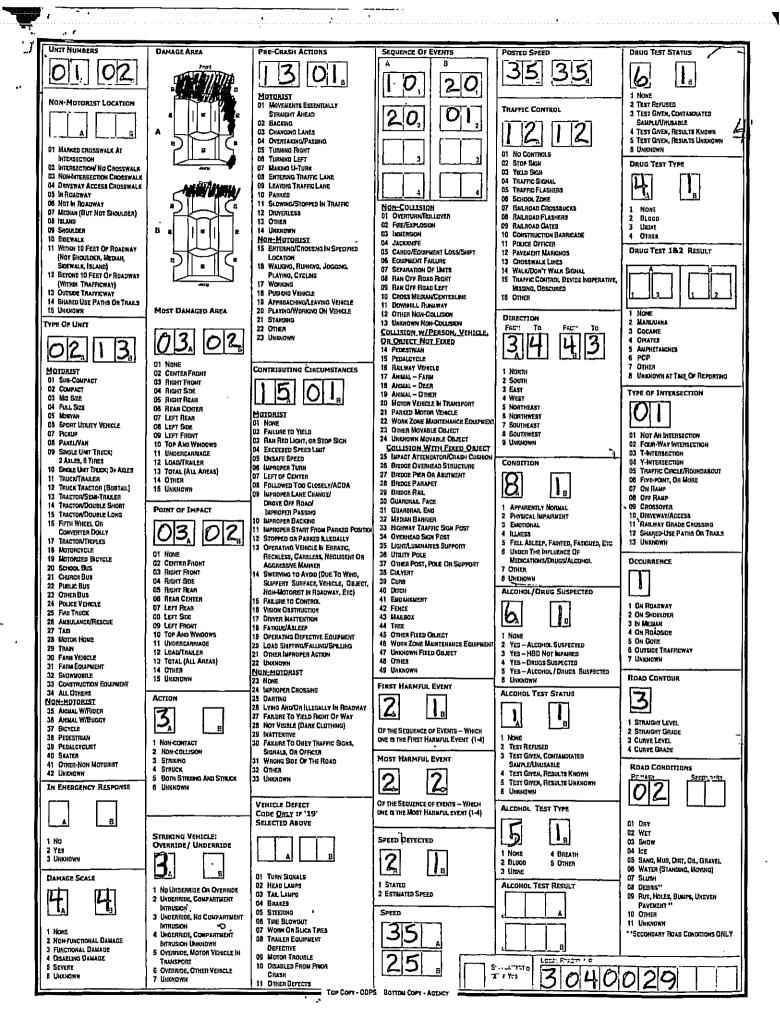
			,
WeatherDesc	Clear	Rain	Clear
RoadConditionDesc	Dry	Wet	Dry
FATTALLTITES	10	0 /	-
ent Description DATEOH1 INJURIES FAITALINES RoadConditionDesc Weather	24-May-06	14-May-06	28-Feb-06
Event Description	Rear-End	Sideswipe Passing	Sideswipe Passing
LocationTwo	STATE AV	STATE AV	STATE AV
LocationOne	RIVER RD	RIVER RD	RIVER RD

State Av & Warsaw Av

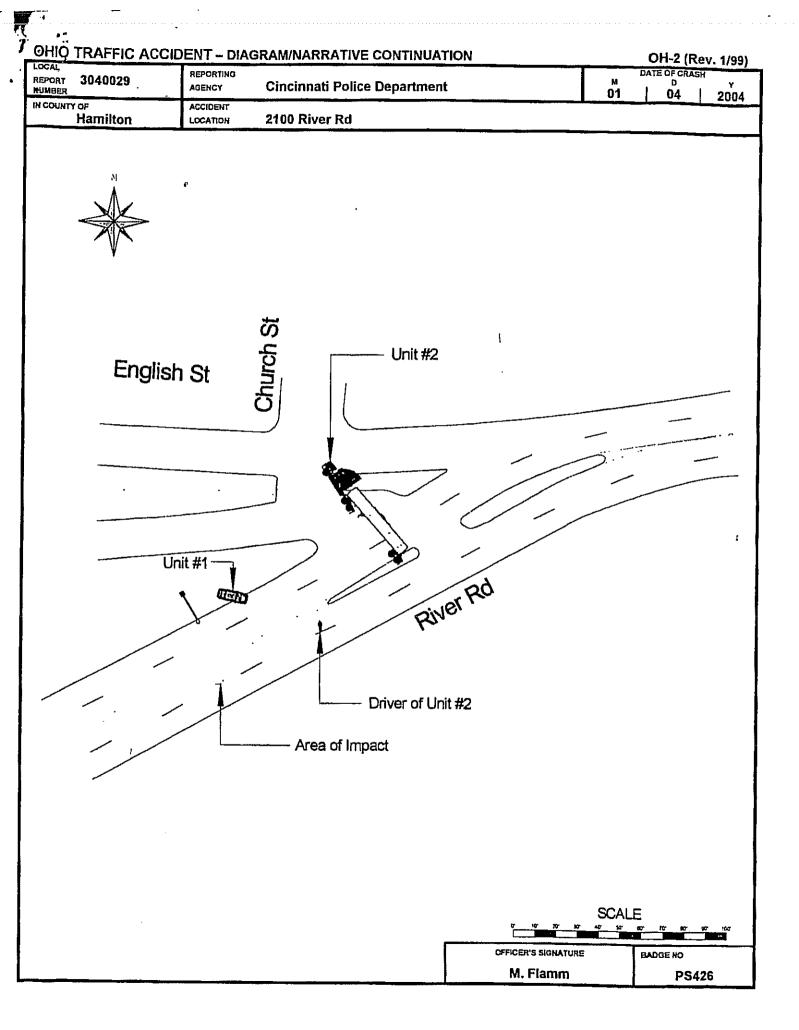
ENGLISH ST STATE AV	STATE AV	Angle	30-Mar-07	0 Dry	Clear
ENGLISH ST STATE AV	STATE AV	Angle	11-Dec-06	0 Dry	Clear
ENGLISH ST STATE AV	STATE AV	Angle	15-Oct-06	0 Dry	Clear
STATE AV	WARSAW AV	Fixed Object	22-Oct-07	0 Dry	Rain

Fatal Crashes within Waldvogel Viaduct Project Area (1997-2008)

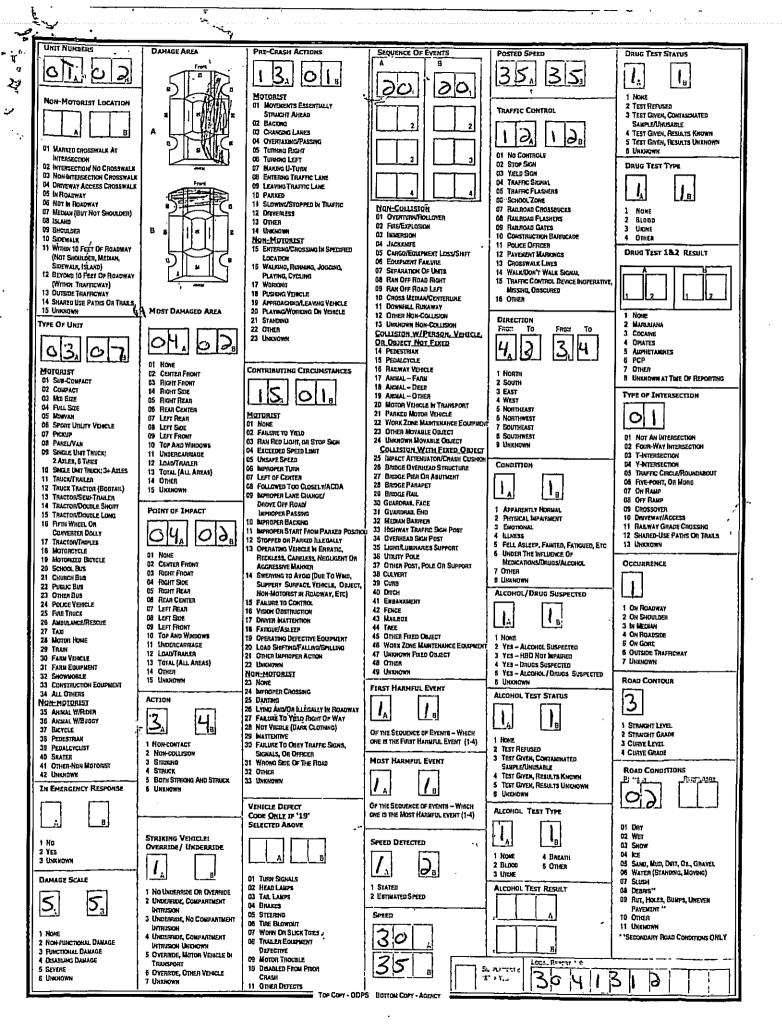
OH-1 #	Date	Day	Time	Address	Street
4155	03/18/1997	Tuesday	1435	19800	West 6th Street Exy
303301	08/15/2003	Friday	1235	1850	West 6th Street Exy
3040029	01/04/2004	Sunday	135	2100	River Road
3041312	04/13/2004	Tuesday	1308	2100	River Road



Narrative	UNIT #	1 WEST	ON RIL	IER RD	LOS	T CONT	RoL
	E GOING			LE YE		LINES	
S/ KIKINI	ZE UNIT	#2 FA	T DN K	IVER R	(1)		
							<u> </u>
MANNER OF COLLISION OR IMPAC	SCHOOL BUS RELATED	Diagram					Write an "N" on the compa
							diagram to indicate the direction of
1 NOT COLUSION BETWEEN TWO VERCLES IN TRANSPORT 2 REAR-END	1 No 2 Yes, Directly Involved 3 Yes, Indurectly Involved	ļ			_	~	north.
3 HEAD-ON 4 REAR-TO-REAR	4 Urkhown	. -				<u> </u>	T I
5 BACKING 6 ANGLE 7 SIDESWIPE, BAME DIRECTION	WORK ZONE RELATED						-
# SEESWIPE, OPPOSITE DIRECTION # SEESWIPE, OPPOSITE DIRECTION # ENKNOWN		L					
WEATHER	1 No 2 YES 3 Unickows						
	TYPE OF WORK ZONE	1-					
OI CLEAR		<u> </u>				1	-
02 CLOUDY 03 FOG, SHOG, SHOKE	1 LANE CLOSUME 2 LANE SHOFT/CROSSOVER	_	۔۔ ہ ر	0110)	
04 RAIH 05 Sleet, Har (Freezing Flain Drizz) 06 Show	3 WORK OH SHOULDER OR MEDIAN 4 INTERNITTENT! MOVING WORK 5 OTHER		SEE	OH-2	•	•	-
07 Severe Crosswhos 08 Blownig Sako, Soc., Drit, Show	LOCATION OF CRASH IN WORK ZORE	-					
09 OTHER 10 Unknown	<u>_</u>						•
LIGHT CONDITIONS PRIMARY SECONDARY	1 Before First Work Zone						_
	WARKING SIGN 2 ADVANCE WARKING AREA 3 TRANSITION AREA	<u> </u>					,
1 DAYLIGHT 2 DAYN 3 DUSK	4 ACTIVITY AREA WORKERS PRESENT			•	٠.		
4 DARK — LIGHTED HOADWAY 5 DARK — HOT LIGHTED							-
8 DARK — UNIMOWN LIGHTING 7 GLARE 8 OTHER]. 1 No	-				_	
9 UNKHOWN	2 YES . 3 Unknown		<u> </u>				<u> </u>
IIUUNDUS ,	E CRASH (NVOLVED ONE OR MORE OF TRUCK (MOTOR VEHICLE) WITH A GVWH	MORE THAN 10,000 POUNDS; OR N A	E CRASH RESULTED IN ONE OR MC FATALITY; OR				
Unit ž	TRUCK (MOTOR VEHICLE) WITH A HAZAR BUS DESIGNED FOR AT LEAST 8 PERSON		N MUURY REQUIRENC TRANSPORTATK T LEAST ONE VEHICLE WAS TOWED OU	E TO DISABLING DAMAGE OR RE	EQUIRED INTERVENCING ASS		
1 1021 1	WEARY (FROM SHIPPING PAPERS)	CARRIERS	INC.		813	630 58	326
		POREY DR			<u>33619</u>		
76600	127840	FUCD	TRALEFILP ST.		1B3386		24 8
	CLUDSKG DRIVER) 08 CARGO TA		Weight (GVWR)		SS C		ardous erials Released
06 03 YAWEHOLO	SED BOX 07 FLATBED	11 GARBAGE/REFUSE 12 OTHER 13 UHKHOWN	3 1 LF35/EQUAL 10 2 10,001 - 25,00 3 Morie Than 26,	l III scus	55 C 2	2 YES 3 UNKNOWN	2 YES 3 NOT APPLICAT
Police Action				1 3 403			4 UHKNOWH
DATE CRASH REPORTED	004 OI	36 01 3 E	ADRIVED B	0 7 o	9 3 a		AL MISHUTES
CHUCK T	SEEBE	BADGE! +	CHECKED E	2NS 601 5		EREPORT FILED *	ohli
					LOCAL REPORT / *	TIPHI	ーレアドケ
	DUCE AGENCY R1	PORT TAKEN AT 1 SCEN		SUPPLEMENT #	304	سا ها ها ها	



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Narrative Narrative	1	
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· MAINT	AN CONTRO	
- Unit 1	4 D WHICH	A
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<u>}</u>	1	···
MANNER OF COLLISION OR IMPAC	SCHOOL BUS RELATED	Diagram Write on "N on the comp
6 7		See OH-3
1 NOT COLLISION BETWEEK TWO VEHICLES IN THANSPORT	1 No 2 Yes, Directly Involved	north.
2 REAR-END 3 HEAD-ON	3 YES, INDIRECTLY INVOLVED 4 LINKNOWN	<u> </u>
4 REAR-TO-REAR 5 BACKING	WORK ZONE RELATED	· · · ·
6 ANGLE 7 SIDESWIPE, SAME DIRECTION		
8 Sideswipe, opposite direction 9 Lenkhown	1 No	 -
WEATHER	2 YES 3 UNKNOWN	
	TYPE OF WORK ZONE	 -
OH I		<u> </u>
01 CLEAR 02 CLOUDY -	1 LANE CLOSURE	<u></u>
03 Fog, Shog, Shoke 84 Rush	2 LAKE SHIFT/CROSSOVER 3 WORK ON SHOULDER OR MEDIAN 4 INTERBITTENT/ MOVING WORK	, I
05 SLEET, HAZ (FREEZING HAN DRIZZES 06 SNOW 07 SEVERE CROSSWINDS	5 OTHER	
08 BLOWING SAND, SOIL, DIRT, SHOW 09 OTHER	LOCATION OF ERASH IN WORK ZONE	
10 UNKNOWN		-
LIGHT CONDITIONS PROMPTY SECONDARY	1 BEFORE FIRST WORK ZONE	 -
	WARRING SIGN 2 ADVANCE WARRING AREA	<u> </u>
1 DAYLIGHT 2 DAWN	3 TRANSITION AREA 4 ACTIVITY AREA	
3 DUSK 4 DARK - LIGHTED ROADWAY	WORKERS PRESENT	
5 DARK -NOT LIGHTED 6 DARK - UHKHOWN LIGHTING 7 GLARE		
7 GLARE 8 OTHER 9 UKKNOWN	1 No 2 Yes	
	3 UHRNOWN	<u> </u>
i ruckidus 🔭	E CHASH INVOLVED ONE ON MORE OF TRUCK (MOTOR VEHICLE) WITH A GVWI TRUCK (MOTOR VEHICLE) WITH A HAZAI	/FI MORE THAN 10,000 POUNDS OR N A FATALITY: OR
bat #	BUS DESIGNED FOR AT LEAST 8 PERSO	
	mpany (From Shipping Papers)	COMPANT PHICKE
<u> </u> └─┴─┘	ORESS (STREET, CITY, ST, ZIP COOE)	
U\$ DOT	ICC MC	PUCO TRALEN LP ST. TRALER LP YEAR TRALER LP #
CARGO BODY TYPE 01 NOT APPLIC	ARLE DS POLE	09 Concrete Mixen Weight (GVWR) CDL Class Hazardous Hazardous Materials Placard Materials Releases
02 Bus (9-15 to 03 Van/Encto	ICLUDING DIEVEN) 96 CARGO T IEU BOX 97 FLATBED	11 GARBAGE/REFUSE 2 10,001 - 26,000 3 CLASS C 2 YES 2 YES
04 GRAD/CHEP	GRAVEL 08 DUMP	12 OTHER 3 MORE/THAN 26,000 4 CLASS M 3 URANGWN 3 NOT APPLICE. 13 URANGWN 4 URKHOWN
Police Action	7 Fi a Fi	L DISPATCH ARRIVED CLEARED CITHER TOLKS "CUSTOS"
DATE CRACK REPOSITED		08 13111319 / 519 1518 00 00 00 00 00 00 00 00 00 00 00 00 00
OFTICER'S NAME*	<u>[] [] [] [] [] [] [] [] [] [] [] [] [] [</u>	BADGE # + CHECKED BY DATE FLEDONT FRED #
	quusek	P057 WATURED 0413009
	- 	Local Report &
REPORT TAKEN BY 1 P	OLICE AGENCY F	REPORT TAKEN AT 1 SCENE 2 STATION 3 OTHER

. TRAFFIC CRASH REPORT- OCCUPANT ADDENDUM	
LOCAL REPORT 8 * 30 4 13 1 2	
ADDRESS (STREET, CITY, STATE, DP CODE) CONCUS ATT STATE, DP CODE) CONCUS ATT STATE, DP CODE) DATE OF BRITE DATE OF BRITE AGE SE	
ADDRESS (STITLEF, CITY, STATE, ZIP CODE) HOME PHONE IS SIS ON SISTEMATION OF SIS OF SIS OF SISTEMATION OF SIS OF SISTEMATION OF SIS OF SISTEMATION OF SISTE	4
ADDRESS (STREET, CITY, STATE, ZIP CODE) Control Con	
2 EMS 5 Uncknown 3 Pouce DATE OF B 3TH AGE HOME PHONE # DATE OF B 3TH AGE INJURED TAKEN BY TRANSPORTED BY INJURED TAKEN TO	
ADDRESS (STREET, CITY, STATE, ZAP CODE) 1 Nove 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE DATE OF BISTIL AGE S	
ADDRESS (STREET, CITY, STATE, ZIP CODE) DATE OF BYTH DATE OF BYTH	
ADDRESS (STREET, CITY, STATE, ZIP COSE) HOME PHOME & DATE OF EVERH HOME PHOME & DATE OF EVERH DATE OF EVERH DATE OF EVERH DATE OF EVERH SHURRED TAKEN BY 1 NOKE 4 O'THER 2 EMS 5 UHKKNOWM 3 POLICE 3 POLICE	
ADDRESS (STAEET, CITY, STATE, ZIP CODE) DATE DE B TITY BAURED TAKEN BY 1 NOISE 4 OTHER 2 EMS 3 UNKNOWN 3 POLICE	50
SEATING POSITION OF PRINT - LETT (MC DRIVER) OF PRINT - MODAL E D 2 FRONT - MODAL E D 2 F	RY LE CITATING CITATING MJURY
Supplement Not editor comp. Cody. Agency Supplement Not yes	

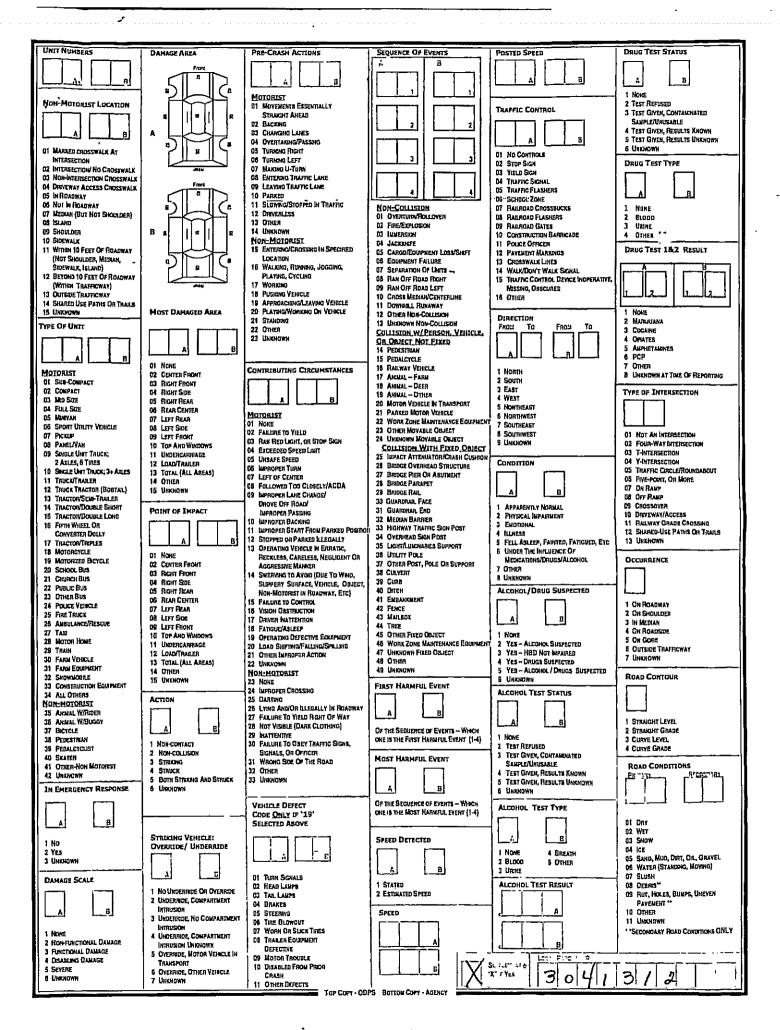
	CIDENT - DIA	GRAM/NARRATIVE CONTINUATION		OH-2 (Re	ov. 1/99)
ORT 3041312 BER	REPORTING AGENCY	Cincinnatí Police Department	м 04	DATE OF CRAS D 13	04
ринту ор Hamilton	ACCIDENT LOCATION	2100 River Rd		 - 	
	. And Po	Unit #2 Unit #1 River Rd 10 20 30 40 50	. Burns St		
		officers sign	ATURE	BADGENO P39	

Local Report # 3041312 Cincinnati Police Department

TOXICOLOGY RESULTS FORM

			II	
COUNTY Hamilton	AGENCY Cincinnati Police Department	DATE OF CRASH 4/13/04	NAME OF INJURED OR Donald L. M	
EMS NOTIFICATION TIME 1311	EMS ARRIVAL TIME 1314	EMS TIME AT HOSPITAL 11/2	DEATH DATE 4/13/04	DEATH TIME 1314
ALCOHOL TEST RESULT	METHOD OF ALCOHOL DETERMINATION NOT TESTED EVIDENTIAL TEST BLOOD URINE OTHER Coroner SPECIFY	TYPE OF DRUG	DRUG TES NOT TESTED FOR BLOOD TEST URINE TEST BLOOD & URINE TE OTHER Coroner SPECIFY	DRUGS EST PERFORMED
	TOXIC	OLOGY RESULTS FORM		
COUNTY	AGENCY	DATE OF CRASH	NAME OF INJURED OR I	DECEASED
EMS NOTIFICATION TIME	EMS ARRIVAL TIME	EMS TIME AT HOSPITAL	DEATH DATE	DEATH TIME
ALCOHOL TEST RESULT	METHOD OF ALCOHOL DETERMINATION NOT TESTED EVIDENTIAL TEST BLOOD URINE OTHER SPECIFY	DRUG TEST RESULT	DRUG TES DRUG TES NOT TESTED FOR I BLOOD TEST URINE TEST BLOOD & URINE TE OTHER SPECIFY	DRUGS
	тохіс	OLOGY RESULTS FORM		
COUNTY	AGENCY	DATE OF CRASH	NAME OF INJURED OR D	DECEASED
EMS NOTIFICATION TIME	EMS ARRIVAL TIME	EMS TIME AT HOSPITAL	DEATH DATE	DEATH TIME
ALCOHOL TEST RESULT	METHOD OF ALCOHOL DETERMINATION NOT TESTED EVIDENTIAL TEST BLOOD URINE OTHER SPECIFY	DRUG TEST RESULT	DRUG TES DRUG TES NOT TESTED FOR I BLOOD TEST URINE TEST BLOOD & URINE TE OTHER SPECIFY	DRUGS
Reporting Officer	Fox	Badge # P430		

F	TRAFFIC CRASH REPORT		OH-1 (Rev.10/9
JÌ,	OHIO PUBLIC SAFETY 3 0 4/1 31 / 2	CRASH SEVERITY PROPERTY HIT PROPERTY 2 DURINT 4 UNKNOWN	/SKIP PHOTOS OH-2 OH-3 OH-1P OTHER -1 NOT HIT/SKIP TAKEN 2 SOLYED !
	CIPOO CINCIN	NAM PD	
	DAY DE WEEK	NAME (OF CITY, YOLLAGE ON TOWNISSEP) &	3 /
	PREFIX CRASH LOCATION	TYPE LOCATION POIL 1 NAMED STREET 1NI 2 NUMBERS STREET	NT USED LOCAL MFORWATION PROPERTY OF THE PROPE
	ATTREFERENCE DR FREFEX REFERENCE	REFEREN REF POINT 01 STATE	ECTION 2 STREETS OF MILE POST 10 STREET OR ROUTE W/O
	ADDRESS (STREET, CITY, STATE, ZIP CODE)		•
	DL STATE DL #	TAKEN BY 2 EMS 5 UNKNOWN	HOME PHONE # WORK PHONE # PRANSPORTED BY INJURED TAXEN TO
0.00	OWNER NAME (F SAME, WRITE "SAME")	ADDRESS (STREET, CITY, STATE, ZIP CODE)	
N.	TYEAR MAKE MODEL C	OLDR INSURANCE COMPANY	TOWNS SERVICE OWNER PHONE #
	2903.06A4 VEHICUL	AR MANSLAUGHTER	C03.7 Y
Motorict Monice	NAME (LAST, FAST, MODLE)	THINK GHIZE	
	U" = 41-	<u>.</u>	Howe Priore # Work Priore #
	DL STATE DL # LP STATE LP #	Nuured 1 Nome 4 OTHER TY	HARRED TAKEN TO
	OWNER NAME (IF BAME, WINTE "SAME")	ADDRESS (STREET, CITY, STATE, ZIP CODE)	
	YEAR MOCEL C	DLOR INSURANCE COMPANY	TOWNS SERVICE OWNER PHONE #
	OFFENSE CHARGED OFFENSE DESCRIPTION	per-	S LDCAL LDCAL
	1 NAME (LAST, PAST, MIDDLE)	HOME PHONE #	
hoon	ADDRESS (STREET, CITY, STATE, ZIP CODE)	INJURED TAKEN B I NOWE 4 OTHER 2 EMS 5 DIOCNO	
Journan	· NAME (LAST, FIRST, MIDDLE)	FII .I 3 POUCE HOMEPHONE # j	,,,
	ADDRESS (STREET, CITY, STATE, ZIP CODE)	IMJURED TAKEN BY 1 NONE 4 OTHER 2 NONE 5 UNION 3 POLICE	
	SEATING POSITION SAFETY EQUIPMENT O1 FRONT - LEFT (MC DRIVER) MOTURIST O2 FRONT - MODULE U1 NONE USED	AIR BAG AIR BAG SWITCH 1 NOT-DEPLOYED 1 NOT PRESENT 2 DEPLOYED-FRONT 2 2 IN ON POSITION A	EJECTION TRAPPED INJURIES 1 NOT EJECTED 1 NOT TRAPPED 1 NO NURY 2 TOTALLY EJECTED 2 EXTRICATED BY 2 POSSIBLE
	03 FRONT — PIGHT 02 SHOULDER BELT ONLY 04 SECOND — LEFT (MC PASS) 07 LAP BELT ONLY 07 SECOND — MIDDLE 04 SHOULDER/LAP BELT 0 05 SECOND — RIGHT 07 G CRID SAFETY SEAT	4 DEPLOYED BOTH 4 UNKHOWN	3 PARTIALLY EJECTED MECHANICAL 3 NON- HICAPACITATING 5 UNKINGINN 3 FRIED BY 4 UNCAPACITATING 7 NON-MICHARCHANICAL 5 FATAL BURRY
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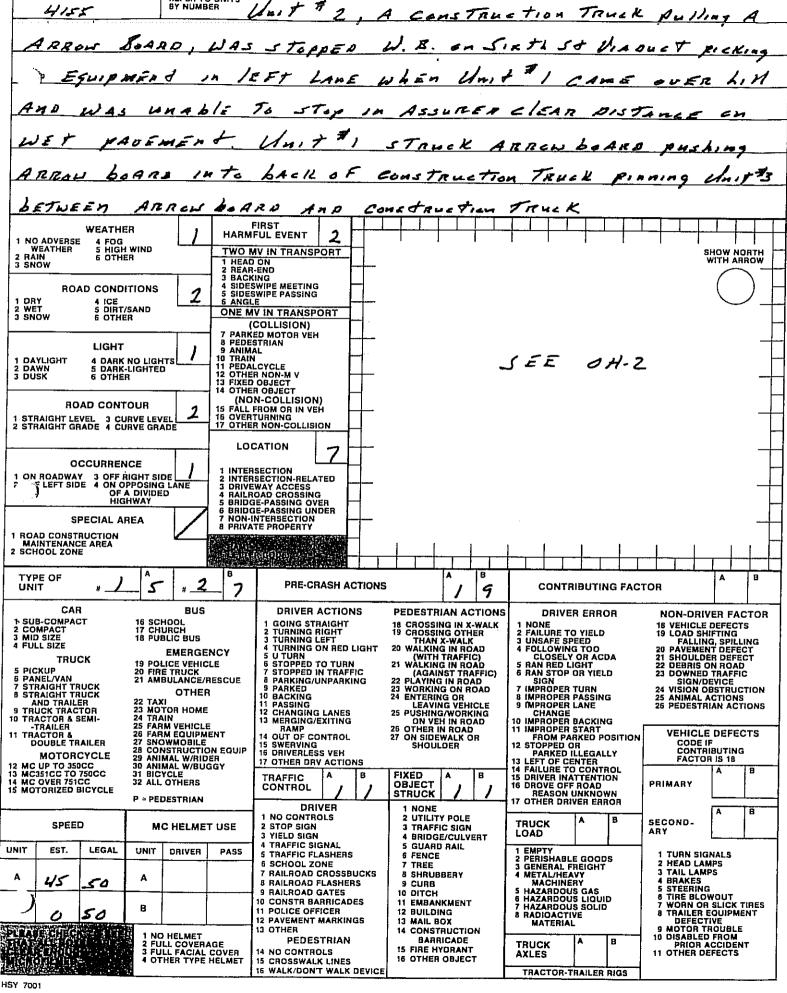
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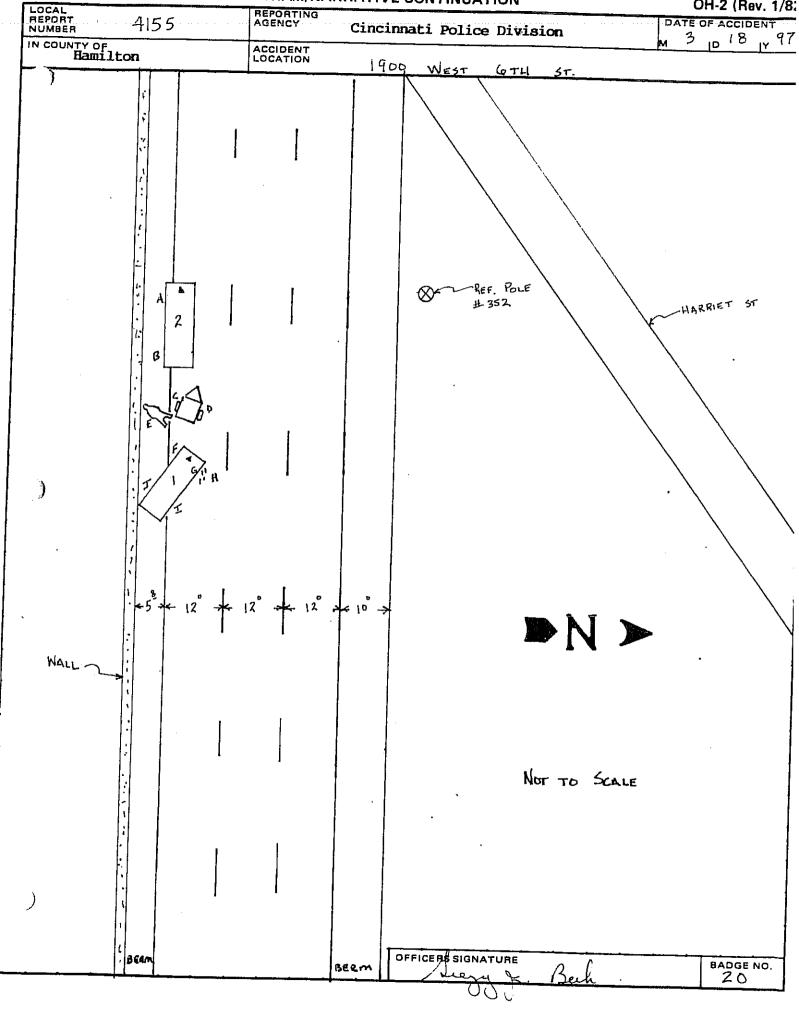
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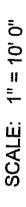
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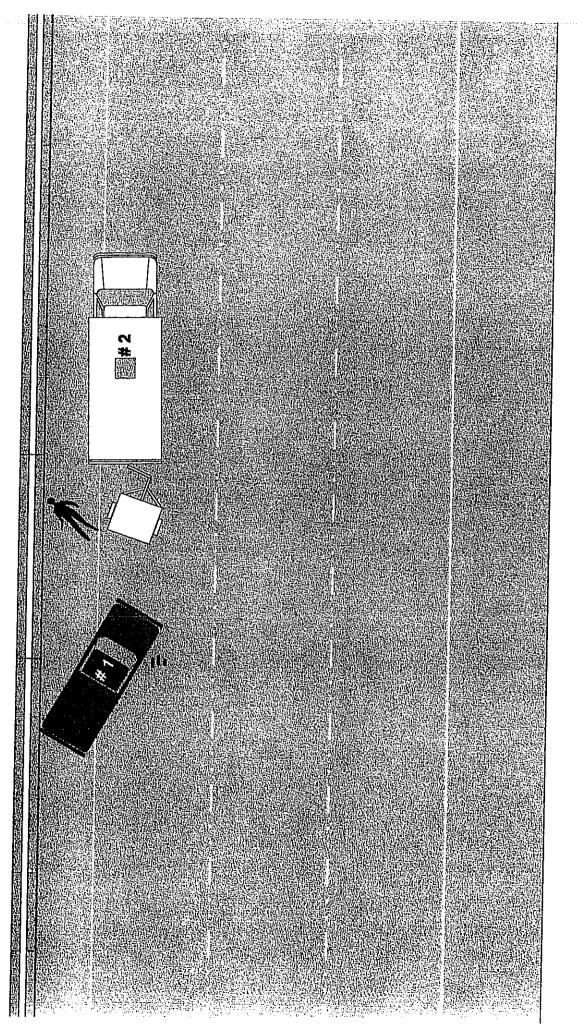


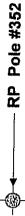
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By: Sgt. Steven E. Eggers



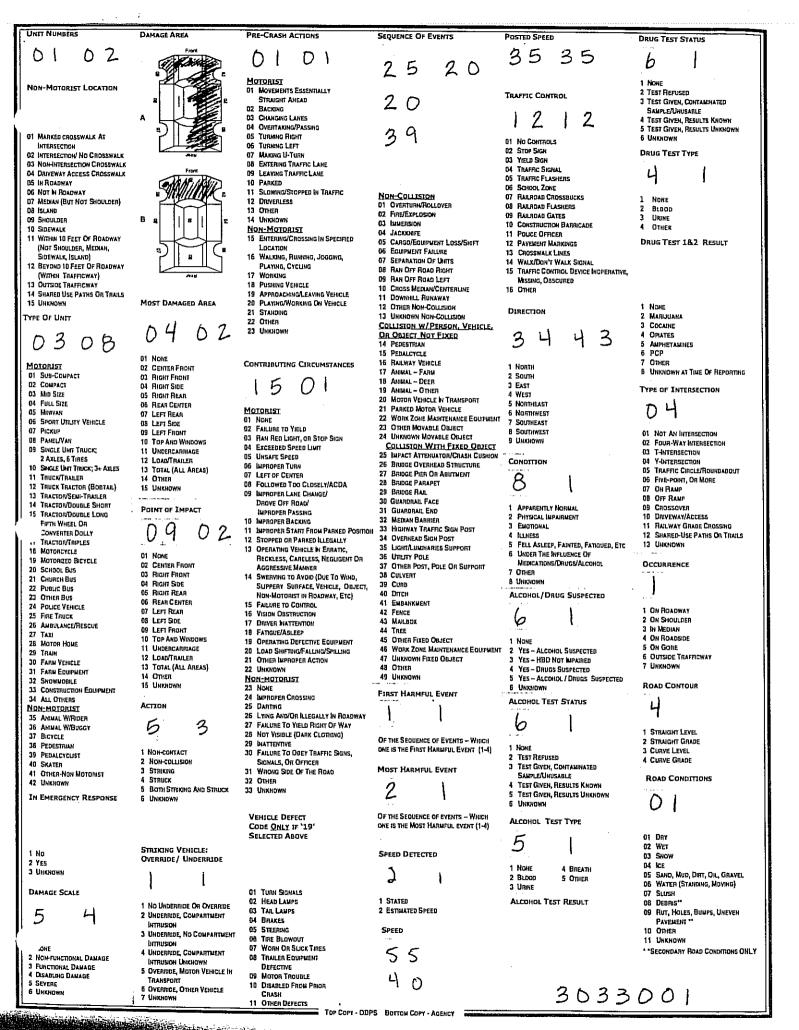






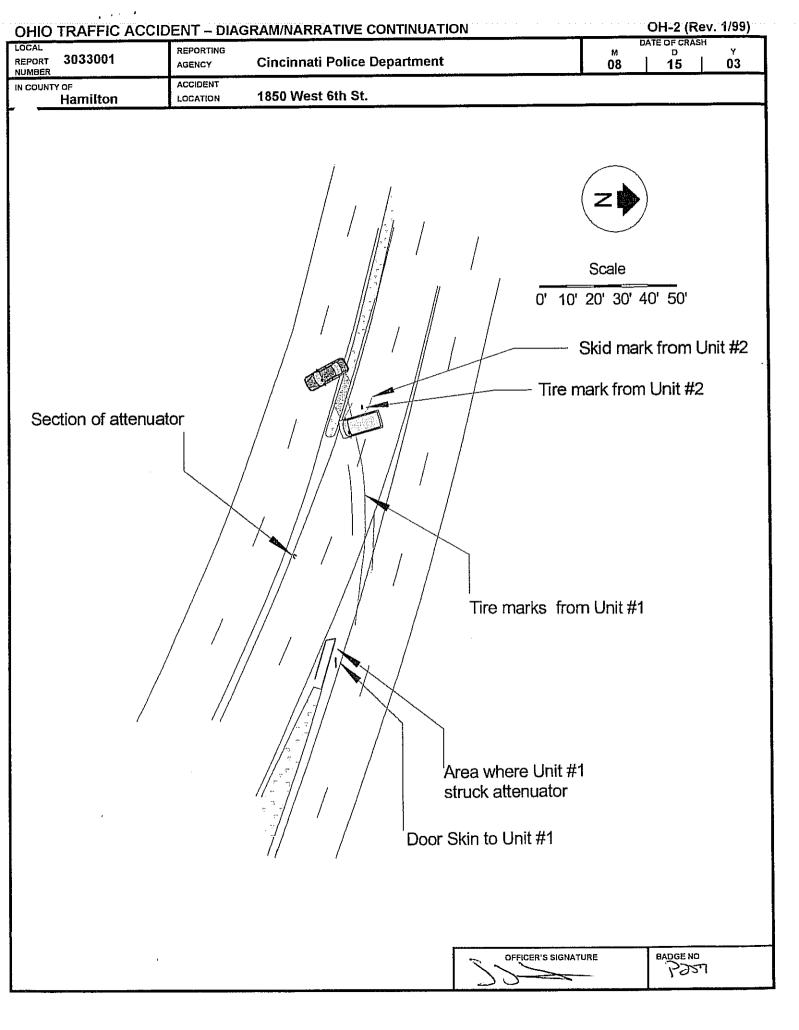
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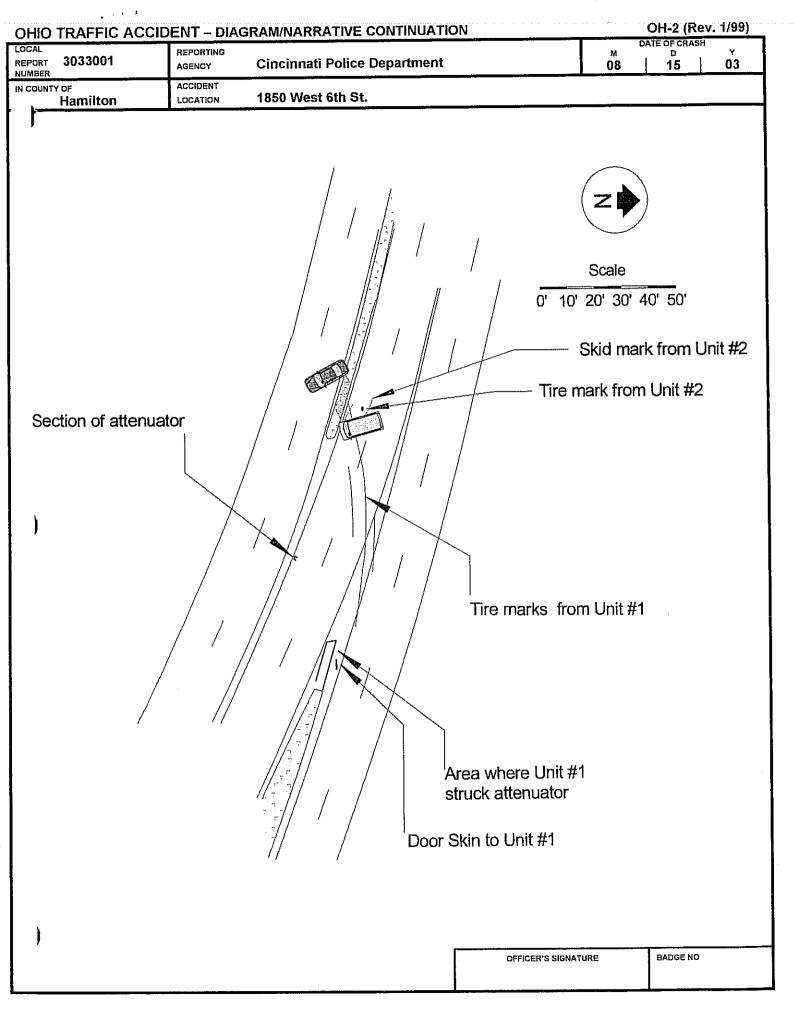
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August 31, 1994

Mr. Christian H. Nyberg Structural Engineer Department of Public Works City of Cincinnati 801 Plum Street, Room 440 Cincinnati, Ohio 45202

Re: Collection and Analysis of Paint Samples From the Sixth Street Viaduct

Dear Chris:

On June 28, 1994 BHE Environmental, Inc. conducted a walk-through inspection of designated areas of the sixth street viaduct. The City of Cincinnati is currently planning a renovation project that will involve stripping the existing paint designated surfaces and re-painting the surfaces of several expansion joints and other designated areas on the sixth street viaduct. BHE's task was to determine the presence or absence of LBP, that may impact renovation plans for the viaduct or pose a risk to the health and safety of construction workers stripping the existing paint.

The structural steel components of the viaduct are painted with silver paint with underlying coats of red primer. BHE scrapped paint chips from designated surfaces of the viaduct including the top of the vertical structural steel column near Bent 9-south, the expansion joint near the Bent 7-east, and the bottom of the vertical structural steel column near Bent 16-north. Selected samples were submitted to an accredited laboratory, for analysis by atomic absorption spectroscopy (AAS). A composite sample from all three sample locations was analyzed by the toxic characteristic leaching procedure (TCLP) for lead and chrome to determine if paint waste generated from stripping the existing paint should be treated as hazardous waste. A summary of sampling locations, and analytical results is presented in the attached Table. Copies of the analytical reports are also attached.

LBP was identified at all three sample locations. Analytical results indicated the existing paint on the sixth street viaduct contains 82,000 to 120,000 ppm lead (8.9% to 12.0% by weight). The results of TCLP analysis of the composite sample indicated the leachate from the paint chips contains 410 ppm. Therefore the paint chips scraped from the surface of the bridge should be treated and disposed of as hazardous waste

Renovation activities that involve scrapping, grinding, sanding, or torch cutting the steel coated with LBP could result in worker exposures to lead. The presence of lead in the workplace and the possibility of occupational exposures require employers to comply with the requirements of the Occupational Safety and Health Administration (OSHA) lead standard (29 CFR 1926.62). Special precautions including the use of proper personal protective equipment (including respiratory protection), negatively pressurized containment, hygiene facilities, and medical monitoring (as

Mr. Christian H. Nyberg August 31, 1994 Page 2 of 2

outlined in the OSHA lead standard) are required, until a air monitoring and personal exposure assessments document that worker exposures are below the OSHA PEL.

Lead abatement activities (stripping or replacement) should be conducted (if deemed necessary) by a qualified lead abatement contractor prior to any renovation work by general contractors. Typically, the abatement contractor performs the LBP abatement work, cleanup, and clearance testing. Coordinating the handling and disposal of the hazardous waste generated by the abatement process is also typically performed by the lead abatement contractor. HUD recommends that a qualified inspector, industrial hygienist, or local public health official conduct the clearance testing to verify lead abatement is properly executed and complete. Clearance testing involves conducting visual inspections, surface dust-wipe sampling and analysis by AAS, documentation.

We hope this letter report provides the necessary information you need to proceed with planning the renovation of the sixth street viaduct. Should you have any questions or comments, or if you need additional information, please do not hesitate to call me or Mark Karaffa at (513) 483-3000.

Sincerely,

BHE ENVIRONMENTAL, INC.

roman 2 m such

Thomas E. Wenk

Project Manager

Environmental Sciences Group

TEW/djh

Table 1. Summary of Results of Atomic Absorption Spectroscopy (AAS) Analysis in Paint Chips Collected from the Sixth Street Viaduct

Sample Location	Component/Substrate	Sample Location Number	Lend Content as determined by AAS (ppm)	Lead Content in leachate as determined by	Lend-Based Paint (yes or no)
Top of vertical contumn/pier adjacent to Bent No. 9-south	Structural steel	Bk-1	89,000	terr (ppm)	Yes
Expansion joint adjacent to Bent No. 7-	Structural steel	Bk-2	120,000	•	Yes
Bottom of vertical column/pier adjacent to Bent No. 16-north	Structural steel	Bk-3	82,000	•	Yes
Composite of paint chips collected from sample location Nos. Bk-1, Bk-2, and Bk-3	Structural stee!	BKA	4	410	Yes



505 South State Route 741, Lebanon, Ohio 45036-9518 (513)932-3030 or 1-800-831-2142 Fax (513)932-9366

PLANNING AND PROGRAMMING DEPARTMENT

March 25, 2008

TO: Mr. Donald W. Rosemeyer, P.E.

City Engineer

801 Plum Street, Room 445 Cincinnati, Ohio 45202-1979

ATTN.: Mr. Richard J. Szekeresh, P.E.

Subject: HAM-US 50-18.79 PID 20082

Waldvogel Viaduct Replacement Project Environmental Clearance and Commitments

Dear Mr. Szekeresh:

The Categorical Exclusion Level 3 environmental document for the subject project was approved by our office on March 7, 2008. Included in the document are environmental commitments that need to be addressed as part of the construction contract and which involve the insertion of notes, pay items and quantities in the construction plans. The environmental commitments are as follows:

- 1. The Contractor shall follow best management practices for sediment and erosion control during construction and post-construction in accordance with *ODOT 2005 Construction and Material Specifications (CMS)* Section 107.19 and Supplemental Specification 832. Plan notes and estimated quantities in accordance with Supplemental Specification 832 must be included in the plans to handle erosion control. In accordance with ODOT Supplemental Specification 832, the contractor shall be responsible for development of the Storm Water Pollution Prevention Plan (SWPPP). The plan notes, and the Contractor's Storm Water Pollution Prevention Plan (SWPPP), will further detail the project specific soil erosion prevention measures. In addition to the current *CMS*, Supplemental Specifications, plan notes, and the SWPPP stipulations, all of the regulations and conditions associated with the required Ohio EPA National Pollutant Discharge Elimination System (NPDES) permit shall require the Contractor's full compliance. An ODOT approved SWPPP and Ohio EPA approved NPDES permit will be required before any earth disturbing construction activities can take place.
- 2. The following construction notification note shall be added to the plans:

CONSTRUCTION NOTIFICATION

The Contractor will advise the Project Engineer a minimum of fourteen (14) days prior to the following: the start of construction activities, lane closures, and road closures. The Project Engineer will forward the information to the City of Cincinnati Division of Traffic Engineering at 513-352-3757 and to the District Public Information Officer (PIO) by FAX at (513) 932-7651 or at the District 8 PIO notification website,

http://www.dot.state.oh.us/dist8/Contact%20Info/planning_pio_webform.htm. The PIO will, in turn, notify the public, the local emergency services, affected schools and businesses, and any other impacted local public agency of any of the above mentioned items, via media sources.



505 South State Route 741, Lebanon, Ohio 45036-9518 (513)932-3030 or 1-800-831-2142 Fax (513)932-9366

HAM-US 50-18.79 PID 20082 Waldvogel Viaduct Replacement Project Environmental Clearance and Commitments Page 2 of 9

- 3. Any applicable City ordinances for noise control shall be adhered to by the Contractor during construction.
- 4. The City of Cincinnati has included a 25 foot buffer zone into the project for the purposes of saving right-of-way for a future bicycle pedestrian trail to be constructed just south of the new US 50 (River Road) mainline.
- 5. The following hazardous materials note shall be added to the plans:

CONTRACT WORK INVOLVING HAZARDOUS MATERIALS

A 1994 Phase II Environmental Site Assessment (ESA) investigation in the proposed Waldvogel Viaduct Replacement Project study area has indicated the presence of concentrations of Volatile Organic Compounds (VOC), Semivolatile Organic Compounds (SVOC), metals and Petroleum Hydrocarbons in soil samples taken from the properties formerly owned by Amtrak and L. Levine and Company near the east end of the project. These chemicals were identified during the Phase II ESA in soil samples taken at boring locations B-2, B-3, B-4 and B-7 (see BHE Environmental, Inc. "Site Map" labeled Figure 2 and dated 12-23-93, page xx). Based on these findings, it is probable that the potential for encountering petroleum contaminated soils (PCS) or other hazardous materials during construction excavation in the vicinity of these borings exists.

A 2002 Phase II ESA investigation with a soil sample taken at Tristate Truck Supply at boring location GB-7 (see BHE Environmental, Inc. "Phase II Sampling Locations Waldvogel Memorial Viaduct" labeled Figure 3 and dated 11-26-01, page yy) has also identified the presence of elevated concentrations of lead (1,100 parts per million) in soils at the northeast corner of River Road and Burns Street. In 2003 a soils investigation by ATC Associates, Inc. in this area, in which elevated concentrations of lead were found, indicated the soils in the vicinity of GB-7 should be handled as a solid waste based on levels of leachable lead. The chemical analysis exhibited leachable lead levels below hazardous waste levels. The 2002 Phase II ESA identified an elevated concentration of Benzo(a)pyrene, a polynuclear aromatic hydrocarbon, at boring location GB-26 at the former Amtrak building and the presence of petroleum contaminated soil at boring location GB-5 at the Certified Manufacturing Company.

SITE SPECIFIC HEALTH AND SAFETY PLAN (SSHSP)

The Contractor shall certify in writing to the Engineer within two weeks after contract execution that the Contractor has prepared a SSHSP in accordance with OSHA 29 CFR Part 1910.120 for operations involving hazardous substances within the aforementioned limits. The Contractor shall make the SSHSP available at the project site. Copies of the environmental studies are available for examination in the Office of Contracts and the ODOT District 8 Planning Department. This information may be used by the Contractor to develop the SSHSP.



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MATERIAL SAMPLING

The Contractor shall provide the Engineer with ten (10) days notice prior to beginning any excavation within the aforementioned limits to permit arranging for the necessary testing services. All material excavated by the Contractor between these limits during construction shall be subject to testing by an Inspector provided by the Engineer. The Inspector shall field-screen the excavated material for petroleum contamination using an organic vapor analyzer (OVA). At the discretion of the Inspector, the excavated material, which exhibits petroleum contamination, shall be stockpiled and segregated while samples of the material are analyzed by an independent analytical laboratory. Field-screening results and visual observation will be the basis for segregating excavated material. Soil samples shall be tested for BTEX (Benzene, Toluene, Ethyl Benzene and Xylene) by Method 8020 and TPH by Method 8015. If the BTEX and/or TPH levels exceed levels set forth by the Ohio EPA Petroleum Contaminated Soil Policy, the material shall be treated as petroleum-contaminated soil. All field-screening instruments and initial sampling and analysis of soils will be provided by the Engineer at no cost to the Contractor.

TEMPORARY STORAGE OF CONTAMINATED SOILS

All excavated material, which is determined to be potentially contaminated with petroleum substances, shall be stockpiled in an area provided by the Contractor and approved by the Engineer. The Contractor shall stockpile the material in a leak proof, covered container provided by the Contractor. The material shall remain on-site until analytical results are received by the Engineer.

As an alternate, the Engineer may permit temporary storage of suspected contaminated soils on an impermeable membrane. The membrane should be surrounded by bales of straw to prevent the suspect soils from coming in contact with the original soils. An impermeable membrane shall be placed over the stockpile to prevent contact with precipitation and/or surface run-off.

MATERIAL EVALUATION

The Inspector shall use the analytical results to determine the regulatory classification of the excavated materials. The excavated material may be classified in one or all of the following four categories:

ITEM SPECIAL - Work Involving Non-Regulated Materials

The Inspector will determine if the excavated material is non-regulated. The work involved in this Item Special includes developing and complying with a SSHSP; handling, storage, and disposal/use of non-regulated materials. This material may then be used as backfill for other project purposes, if it meets the appropriate ODOT specifications.



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ITEM SPECIAL - Work Involving Petroleum-Contaminated Soil

The Inspector will determine if the excavated material is petroleum-contaminated soil (PCS) based on the analytical test results. The Engineer will provide the Contractor with these test results. The Contractor shall be responsible for obtaining all necessary permits and approvals and to transport the material to a licensed (by the local health department) and permitted (by the Ohio Environmental Protection Agency) solid waste facility or a Petroleum Contaminated Soil Remediation Facility (PCSRF) for proper disposal or remediation. Prior to disposal, the Contractor shall contact the proposed facility to determine the additional testing required for disposal or remediation at that facility. The prices for these tests are to be included in the above pay item. The work involved in this pay item includes developing and complying with a SSHSP; handling, storage, testing (for disposal or remediation); and disposal or remediation of PCS. When directed by the proposed facility, the Contractor shall have an independent laboratory collect samples and test the excavated or stored materials for PCS disposal or remediation approval.

ITEM SPECIAL - Work Involving Hazardous Waste

The Inspector will determine the identity of the excavated material based on the analytical test results. The Engineer will provide the Contractor with these test results. The Contractor shall be responsible for obtaining all necessary permits and approvals and to transport the material to a licensed (by the local health department) and permitted (by the Ohio Environmental Protection Agency) solid waste facility for proper disposal or remediation. Prior to disposal, the Contractor shall contact the proposed facility to determine the additional testing required for disposal or remediation at that facility. The prices for these tests are to be included in the above pay item. The work involved in this pay item includes developing and complying with a SSHSP; handling, storage, testing (for disposal or remediation); and disposal or remediation of the hazardous waste. When directed by the proposed facility, the Contractor shall have an independent laboratory collect samples and test the excavated or stored materials for hazardous waste disposal or remediation approval. All work by the Contractor involving hazardous waste shall be in accordance with all applicable 2005 ODOT Construction and Material Specifications (CMS), including Section 203.04, the 2006 ODOT Construction Inspection Manual of Procedures (CIMP) and all applicable federal, state and local regulations. Proper disposal of excavated hazardous waste includes, but is not limited to, the elevated concentration of Benzo(a)pyrene, a polynuclear aromatic hydrocarbon, found at boring location GB-26, as previously discussed above.

ITEM SPECIAL - Work Involving Solid Waste

The Contractor shall properly transport and dispose of the excavated material that is considered surplus or unsuitable in a licensed (by the local health department) and permitted (by the Ohio Environmental Protection Agency) solid waste facility. If required by the solid waste facility, the Contractor shall be responsible for conducting any additional sampling and analysis of the excavated material. The prices for these tests are to be included in the above pay item. Proper disposal of excavated solid waste includes,



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but is not limited to, the elevated concentration of lead, found at boring location GB-7, as previously discussed above.

BACKFILL OF EXCAVATED AREAS

All excavated areas shall be backfilled with suitable material in accordance with the project plans, applicable ODOT specifications, and/or as directed by the Engineer. All surplus or unsuitable excavated material that can be used in embankments shall be disposed of in accordance with Item 203.05 of ODOT's CMS.

WORK INVOLVING UNDERGROUND STORAGE TANKS

There may also be the potential of encountering Underground Storage Tanks (UST) during excavation activities. Any UST's discovered during the course of construction operations, that are within the construction limits of the project and are not currently being used, shall be removed. As per the 2005 ODOT Construction and Materials Specifications (CMS) Section 202.08 and the 2006 ODOT Construction Inspection Manual of Procedures (CIMP), all removal work shall be performed under the supervision of a BUSTR certified tank installer and an independent non-Contractor employee BUSTR inspector, or a State Certified BUSTR inspector, who can perform the BUSTR required inspections. As the potential for leakage of the UST's over time exists, there is a high probability of encountering petroleum-contaminated soil (PCS) and petroleum contaminated groundwater during construction operations. All work by the Contractor involving hazardous materials shall be in accordance with all applicable 2005 ODOT Construction and Material Specifications (CMS), including Section 203.04, the 2006 ODOT Construction Inspection Manual of Procedures (CIMP) and all applicable federal, state and local regulations. Work involving petroleum-contaminated soil (PCS) shall also be in compliance with the procedures discussed in the above sections, including "Temporary Storage of Contaminated Soils" and "Work Involving Petroleum Contaminated Soil".

POTENTIAL DEWATERING OF EXCAVATED AREAS

In the event that petroleum contaminated, or other source contaminated, groundwater is encountered, any excavations within the proposed construction limits of the project, which require dewatering for construction purposes, the Contractor shall dewater and subsequently dispose of waters by methods approved by the Engineer. All water containerized by the Contractor between these limits shall be subject to testing by an Inspector provided by the Engineer. The Engineer will classify the water as either non-regulated or regulated. The method for disposing of the non-regulated water shall be approved by the Engineer. The Contractor shall be responsible for disposal of the regulated water. The method of disposal shall also be approved by the Engineer. The Contractor shall obtain all the necessary permits and/or authorizations needed to properly handle, store, test, transport and dispose of the water in accordance with applicable federal, state and local regulations.



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ABANDONMENT OF GROUNDWATER MONITORING WELLS

The possibility exists that groundwater monitoring wells may be present and may be encountered by the Contractor during construction operations. If encountered, these wells shall be abandoned in accordance with the Ohio Department of Natural Resources (ODNR) State of Ohio Technical Guidance for Sealing Unused Wells by the State Coordinating Committee on Ground Water 1996 (Appendix 4, Sealing Monitoring Wells and Boreholes). It shall be the responsibility of the Contractor to check to determine if the wells are still being used for groundwater monitoring before abandoning the wells. Any public or private agency or agencies performing the monitoring shall be contacted prior to monitoring well abandonment. The agencies may include, but are not necessarily limited to, the Ohio Department of Transportation (ODOT), the Ohio Environmental Protection Agency (OEPA), the Ohio Department of Health (ODH), the Ohio Department of Natural Resources (ODNR), the Ohio Department of Agriculture (ODA) and the Bureau of Underground Storage Tank Regulations (BUSTR). The monitoring wells shall not be abandoned if the monitoring agency is still performing monitoring by use of the well. Any wells that are still being used for monitoring are to be left in place and not disturbed by the Contractor. Any damage to these still active monitoring wells shall be the responsibility of the Contractor to repair to the original functionality of the well. The Contractor shall contact the appropriate monitoring agency for plans and specifications as to how the monitoring well was originally constructed and how it is to function. Any changes the agency may have made to the design and construction of the well since its original installation shall be the Contractor's responsibility to comply with during their repair work. Monitoring wells that are still active and being used for groundwater monitoring, but need to be adjusted to proposed grades according to the project construction plans, shall be adjusted to the new proposed grades in accordance with the requirements of the monitoring agency. The Contractor shall contact those agencies for the proper adjustments of these wells.

GENERAL NOTES

All transport vehicles used for the movement of regulated soils and/or water shall meet applicable federal, state and local regulations. The Contractor shall maintain records (such as daily logs, landfill tickets, manifests, etc.) that document the source, movement and destination of each truckload of contaminated material. One copy of each of these records shall be submitted to the Engineer.

BASIS OF PAYMENT

The Contractor shall furnish all the labor, equipment and materials necessary to properly develop and comply with a SSHSP, excavate, store, test (for disposal), transport and dispose of contaminated materials, removal of underground storage tanks, including any required approvals or fees within the limits identified above. Payment for this work shall be made at the contract prices bid per ton, per gallon, per underground storage tank and per groundwater monitoring well.



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The following estimated quantities have been included in the General Summary for the work noted above:

ITEM SPECIAL - Work Involving Non-Regulated Materials 20.000 Ton ITEM SPECIAL - Work Involving Petroleum-Contaminated Soil 40,000 Ton ITEM SPECIAL - Work Involving Solid Waste 10,000 Ton ITEM SPECIAL - Work Involving Hazardous Waste 20,000 Ton **ITEM SPECIAL - Work Involving Water** 1,000,000 Gallons ITEM SPECIAL - Work Involving Regulated Water 1.000.000 Gallons ITEM 202 - Underground Storage Tank Removed 10 Each ITEM SPECIAL - Ground Water Monitoring Well Abandonment 5 Each ITEM SPECIAL - Active Ground Water Monitoring Well Reconstruction 5 Each ITEM SPECIAL - Active Ground Water Monitoring Well Grade Adjustment 5 Each

WORK INVOLVING ASBESTOS CONTAINING MATERIAL (ACM)

The project will require the demolition/renovation of several existing buildings. Prior to the demolition/renovation of these structures, the Contractor shall complete an Ohio Environmental Protection Agency (OEPA) Notification of Demolition and Renovation form and submit this to the OEPA at least 10 working days before demolition/renovation operations begin. In addition, any applicable local air quality notifications required must be submitted to the applicable local authority. Prior to any demolition/renovation operations, the Contractor shall determine if any asbestos containing material (ACM) is present in the structures by hiring a Certified Asbestos Hazard Evaluation Specialist (CAHES) to survey the structures for the presence of asbestos containing material (ACM). Payment for the inspection by a CAHES will be made under ITEM SPECIAL Misc.: Certified Asbestos Hazard Evaluation Specialist (CAHES) Inspection Services - Lump Sum

Should ACM be encountered in any of the structures, all suspect materials shall be removed and properly disposed of by a certified asbestos removal contractor in accordance with Ohio Administrative Code (OAC) Section 3745-20. An individual trained in the provisions of National Emission Standards for Hazardous Air Pollutants (NESHAP) (40 CFR Part 61, Subpart M) will be on-site during the demolition/renovation of any structure containing ACM, and evidence that the required training has been accomplished by this person shall be available during normal business hours. As part of compliance with the above stated regulations for proper ACM removal, the Contractor shall take whatever precautions are possible to ensure that the ACM does not become friable. All ACM's shall be properly handled, containerized, transported and disposed of in accordance with any and all federal, state and local regulations.

The Contractor shall hire a certified consultant for all labor (including a CAHES), equipment and materials necessary to complete, submit and comply with the OEPA notification for, and to handle, remove, transport and dispose of ACM in a licensed (by the local health department) and permitted (by the OEPA) solid waste facility. Payment for this



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work shall be made according to *ODOT 2005 Construction and Material Specifications* (CMS) 109.05 Extra and Force Account Work.

WORK INVOLVING POLYCHLORINATED BIPHENYLS (PCBs)

Pole-mounted electrical transformers within the project area that are not labeled as "Non-PCB" transformers and have not been tested must assume to be contaminated with Polychlorinated Biphenyls (PCBs). In addition, the Environmental Site Assessment (ESA) environmental consultant for the project did not evaluate the existing buildings within the project area to determine the types of lighting used. Rapid-start ballasts inside older fluorescent lights (manufactured before 1979) have been found to contain high concentrations of PCBs. Because the existing buildings were constructed before 1979 and are likely to contain fluorescent lighting, it is possible that PCB-containing ballasts were used and may still be present on site. If the fluorescent light ballasts do contain PCBs. they would not present an immediate hazard unless they leak. The Contractor shall use caution when working with any of these potential PCB-containing items. All work by the Contractor involving these hazardous materials shall be in accordance with all applicable 2005 ODOT Construction and Material Specifications (CMS), including Section 203.04, the 2002 ODOT Construction Inspection Manual of Procedures (CIMP) and all applicable federal, state and local regulations. Payment for this work shall be made according to 2005 ODOT Construction and Material Specifications (CMS) 109.05 Extra and Force Account Work.

The above stated contract requirements for handling of hazardous materials are not intended to replace bid proposal notes, attachments or other contract language related to "Safety" and proper handling of hazardous materials. Any and all of those "safety" regulations are still fully applicable and enforceable as per the construction contract.

Please address the environmental commitments specified above in the contract plans, including the addition to the plans of any appropriate plan notes, items, quantities, etc. so that the contractor is aware of and can comply with the commitments. Once District environmental staff have reviewed the final contract plans and are assured that all environmental commitments have been addressed in the plans, an Environmental Consultation Form will be issued.

The information being provided related to hazardous materials is also intended to assist the City of Cincinnati in the assessment of value of real estate to be purchased by the City for the project, as property values and negotiations with the impacted property owners could be affected by the presence and amount of hazardous material contamination on the individual parcels.



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Please feel free to contact our office with any questions, comments or clarification that might be necessary.

Respectfully,

Mark E. Clark, P.E. ODOT District 8 Environmental Team Leader

c: r.f., file



Recommendations and Reports
July 24, 2009 / 58(RR07);1-26

Recommended Community Strategies and Measurements to Prevent Obesity in the United States

Reported by

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Summary

Approximately two thirds of U.S. adults and one fifth of U.S. children are obese or overweight. During 1980–2004, obesity prevalence among U.S. adults doubled, and recent data indicate an estimated 33% of U.S. adults are overweight (body mass index [BMI] 25.0–29.9), 34% are obese $(BMI \geq 30.0)$, including nearly 6% who are extremely obese $(BMI \geq 40.0)$. The prevalence of being overweight among children and adolescents increased substantially during 1999–2004, and approximately 17% of U.S. children and adolescents are overweight (defined as at or above the 95% percentile of the sex-specific BMI for age growth charts). Being either obese or overweight increases the risk for many chronic diseases (e.g., heart disease, type 2 diabetes, certain cancers, and stroke).

Reversing the U.S. obesity epidemic requires a comprehensive and coordinated approach that uses policy and environmental change to transform communities into places that support and promote healthy lifestyle choices for all U.S. residents. Environmental factors (including lack of access to fullservice grocery stores, increasing costs of healthy foods and the lower cost of unhealthy foods, and lack of access to safe places to play and exercise) all contribute to the increase in obesity rates by inhibiting or preventing healthy eating and active living behaviors. Recommended strategies and appropriate measurements are needed to assess the effectiveness of community initiatives to create environments that promote good nutrition and physical activity. To help communities in this effort, CDC initiated the Common Community Measures for Obesity Prevention Project (the Measures Project). The objective of the Measures Project was to identify and recommend a set of strategies and associated measurements that communities and local governments can use to plan and monitor environmental and policy-level changes for obesity prevention. This report describes the expert panel process that was used to identify 24 recommended strategies for obesity prevention and a suggested measurement for each strategy that communities can use to assess performance and track progress over time. The 24 strategies are divided into six categories: 1) strategies to promote the availability of affordable healthy food and beverages), 2) strategies to support healthy food and beverage choices, 3) a strategy to encourage breastfeeding, 4) strategies to encourage physical activity or limit sedentary activity among children and youth, 5) strategies to create safe communities that support physical activity, and 6) a strategy to encourage communities to organize for change.

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Introduction

Obesity rates in the U.S. have increased dramatically over the last 30 years, and obesity is now epidemic in the United States. Data for 2003--2004 and 2005--2006 indicated that approximately two thirds of U.S. adults and one fifth of U.S. children were either obese (defined for adults as having a body mass index $[BMI] \ge 30.0$) or overweight (defined for adults as BMI of 25.0--29.9 and for children as at or above the 95% percentile of the sex-specific BMI for age-growth charts) (1,2). Among adults, obesity prevalence doubled during 1980--2004, and recent data indicate that an estimated 33% of U.S. adults are overweight and 34% are obese, including nearly 6% are extremely obese (defined as BMI ≥ 40.0) (3,4). Being either obese or overweight increases the risk for many chronic diseases (e.g., heart disease, type 2 diabetes, some cancers, and stroke). Although diet and exercise are key determinants of weight, environmental factors beyond the control of individuals (including lack of access to full-service grocery stores, high costs of healthy foods, and lack of access to safe places to play and exercise) contribute to increased obesity rates by reducing the likelihood of healthy eating and active living behaviors (5--7).

States and communities are responding to the obesity epidemic in the United States by working to create environments that support healthy eating and active living (8,9) and by giving public health practitioners and policy makers an opportunity to learn from community-based efforts to prevent obesity. However, the absence of measurements to assess policy and environmental changes at the community level has impeded efforts to assess the implementation of these types of population-level initiatives for preventing obesity. To address this issue, CDC initiated the Common Community Measures for Obesity Prevention Project (the Measures Project). The goal of the Measures Project was to identify and recommend a set of obesity prevention strategies and corresponding suggested measurements that local governments and communities can use to plan, implement, and monitor initiatives to prevent obesity. For the purposes of the Measures Project, a measurement is defined as a

single data element that can be collected through an objective assessment of policies or the physical environment and that can be used to quantify the performance of an obesity prevention strategy.. Community was defined as a social entity that can be classified spatially on the basis of where persons live, work, learn, worship, and play (e.g., homes, schools, parks, roads, and neighborhoods).

The Measures Project process was guided by expert opinion and included a systematic review of the published scientific literature, resulting in the adoption of 24 recommended environmental and policy level strategies to prevent obesity. This report presents the first set of comprehensive recommendations published by CDC to promote healthy eating and active living and reduce the prevalence of obesity in the United States. This report describes each of the recommended strategies, summarizes available evidence regarding their effectiveness, and presents a suggested measurement for each strategy that communities can use to assess implementation and track progress over time.

Methods

The recommended strategies presented in this document were developed as a result of a systematic process grounded in available evidence for each strategy, expert opinion, and detailed documentation of the project process and decision-making rationale. A few exploratory strategies for which no evidence was available were included in the recommendations on the basis of expert opinion and to determine the effectiveness of the strategy for preventing obesity.

The Common Community Measures for Obesity Prevention Project Team (the Measures Project Team) comprised CDC staff, who maintained primary decision-making authority of the project; the CDC Foundation, which provided administrative and fiscal oversight for the Project; ICF Macro, a public health consulting firm that served as the coordinating center for the project; Research Triangle Institute, a public health consulting firm that acted as the coordinating center during the preliminary phase of the project; and the International City/County Management Association (ICMA), which provided local government expertise. Multiple subgroups* provided input and guidance to the Measures Project Team on specific aspects of the project:

- the Funders Steering Committee provided guidance on project funding and resources
- a Select Expert Panel of nationally recognized content-area experts in areas of urban planning, built environment, obesity prevention, nutrition, and physical activity assisted in the selection of the recommended strategies and measurements;
- a CDC Workgroup comprising representatives from multiple divisions of CDC provided input on the identification, nomination, and selection of the recommended strategies;
- a Measurement Expert group reviewed the selected measurements for technical precision on their structure, phrasing, and content;
- local government experts provided knowledge of city management, resources, and perspective on the utility, feasibility, and practicality of the strategies and measurements for local government capacity and needs; and
- CDC Technical Advisors provided guidance on the project design and protocol.

Step 1: Strategy Identification

To identify potential environmental and policy-level strategies for obesity prevention, the Measures Project Team searched PubMed for reviews and meta-analyses published during January 1, 2005-July 3, 2007 using the following search terms:

• ("nutrition" or "food") AND ("community"or "environment" or "policy") AND ("obesity" or

Level of Service Data

Preferred Alternative Analysis



Parsons Brinckerhoff Quade & Douglas, Inc.

Memorandum

TO:

Richard Szekeresh P.E.

FROM:

Stave Lane

Robert Frazier P.E., AICP

DATE:

June 14, 2004

SUBJECT:

Waldvogel Viaduct Replacement Project

Level 2 Alternatives Analysis

INTRODUCTION

This memo summarizes the Level 2 Alternatives Analysis prepared for the Waldvogel Viaduct Replacement Project. It includes construction costs, traffic analyses, and other evaluation information for the alternatives recommended for further study at the meeting with the Ohio Department of Transportation (ODOT) on April 13, 2004. This included updated conceptual cost estimates as well as a detailed traffic simulation analyses for each of the alternatives. As discussed at that meeting, the goal of this analysis is to assist the Project Team in the selection of a Preferred Operational Alternative.

ALTERNATIVES

There were five primary 2026 build alternatives recommended for further study based on the preliminary analysis and the meeting with ODOT on April 13, 2004. One of the other outstanding issues was whether Evans Street would be signalized or closed to left turning traffic. Therefore, many of the alternatives were examined both with a signal and with right-turns only at Evans Street as noted below. Each of the five build alternatives is presented in the attached plan sheets (Attachment 1: Sheets 1-5).

No-Build – A 2026 No-Build traffic analysis was completed for discussion purposes to assess how the existing street network would operate if no changes were made to the existing road and bridge system. This provided a baseline for comparing the build scenarios. However, the No-Build is not a legitimate viable option as it is doubtful the existing structure can be maintained until 2026.

Alternative 4 (Current Design) – The current design was included in the evaluation for comparison purposes as well. However, as it was examined previously and found to have minor safety and traffic flow problems. It was not included in the detailed traffic analysis as a stand-alone scenario, instead it was replaced by Alternatives 4A and 4B.

Alternative 4A – Alternative 4A is similar to the current design with minor modifications:

- Closure of Burns Street:
- Westbound right turn lane from US 50 to State;
- > Second southbound left turn lane from State to US 50;
- Westbound right turn lane from US 50 to Evans;
- > A single lane westbound exit ramp to Warsaw and Elberon; and
- > Either a signal at US 50 and Evans or right turns only at the intersection (with the addition of an acceleration lane for southbound right turning traffic from Evans).

Alternative 4B – This is the same as Alternative 4A with only one change. The westbound ramp to Warsaw and Elberon is maintained as a two-lane ramp with the fourth westbound lane added on the north side of US 50 a few hundred feet west of Evans.

Alternative 5A – This alternative consists of constructing single lane ramps to and from Elberon only. Warsaw Avenue connects at-grade with State and Elberon Avenues at a new signalized intersection. Traffic from Warsaw must proceed south on State to reach US 50. In addition to the ramp changes, other alterations from the current design include:

- Closure of Burns Street:
- > Westbound right turn lane from US 50 to State (extending back to the diverge):
- Second southbound left turn lane from State to US 50¹;
- > Westbound right turn lane from US 50 to Evans; and
- Either a signal at US 50 and Evans or right turns only at the intersection (with the addition of an acceleration lane for southbound right turning traffic from Evans).

Alternative 5B – This alternative is similar to Alternative 5A, with signal lane ramps to and from Elberon. Warsaw traffic reaches US 50 via State Avenue with a signalized intersection at Warsaw, State, and Elberon. The one major change in this alternative is that State Avenue is grade separated from US 50, using a tight diamond interchange. In this scenario, Evans Street is also assumed to accommodate right turns only (no signal). This eliminates any stops on US 50 through the project area. The new interchange off-ramps are proposed to be STOP controlled.

EVALUATION

The evaluation considered five key areas as shown on the attached matrix (Attachment 2). However, the financial, design, and traffic issues played the most prominent role in this current evaluation and are therefore discussed in more detail below.

Financial Measures

A summary of the construction cost estimates for each of the alternatives is provided in the evaluation matrix. A more detailed cost estimate sheet is also attached for reference (Attachment 3). These are planning level estimates based on the most recent cost estimate for the current design and major quantities for key project items such as pavement, earthwork, and bridge structure. These estimates do not include right-of-way, design, or environmental mitigation costs.

Alternative 4, the current design, has a construction cost estimate of \$30.25 million, with just under half of this estimate comprised of bridge structure costs. Alternatives 4A and 4B have very similar cost estimates. The estimated construction cost for Alternative 5A is approximately \$8 million less than Alternative 4 due to the elimination of the ramps to and from Warsaw Avenue. Alternative 5B is estimated to cost nearly \$5 million more than Alternative 4 due to the

¹ It was originally thought that a third southbound left turn lane might be needed to achieve Level of Service (LOS) D or better for the US 50 / State intersection. However, the traffic simulation model used for the analysis indicated that two southbound turn lanes would provide an acceptable level of service. The City of Cincinnati also preferred having only two left turn lanes; therefore this intersection geometry was used in the Alternative 5A traffic analysis.

costs associated with the new interchange (including a bridge over US 50). For Alternative 5B, the retaining wall costs increase to \$5 million, but earthwork and pavement costs also increase.

Aside from the amount of retaining walls necessary for Alternatives 5A and 5B, an additional financial measure that is not easily quantified is the amount necessary to stabilize the Price Hill hillside. Due to topographic restraints within the area, these alternatives require a cut into the toe of the slope, a possible worst-case situation for destabilizing the hillside. In order to quantify the potential impact, substantial geotechnical borings and analyses are necessary and not included as part of the current level of analysis. Wall profiles and cross sections for Elberon and Warsaw Avenues are found in Attachment 1: Sheets 6-9.

Design Features

The category of design features addresses a wide range of critical issues ranging from local road connectivity and safety concerns to geotechnical to roadway design issues. The matrix presents a summary of the key topics. Some of the issues are also shown on the attached plans for reference.

Alternative 4 closed Neave and Church, but left Burns open in the vicinity of the US 50 / westbound ramps diverge. This would create an unsafe condition for traffic entering and exiting from Burns Street. Other issues are identified on the matrix and/or plan sheet. Alternatives 4A and 4B address some of the safety and traffic concerns of Alternative 4 (such as the closure of Burns), but they are very similar in many respects. They have similar steep grades on some ramps.

Two of the major design issues for Alternative 5A are the steep grade on Warsaw Avenue leading down to State Avenue and the requirement for an extensive retaining wall in the vicinity of Warsaw and State to maintain hillside stability (Attachment 1: Sheets 8-9). It also eliminates direct connectivity between US 50 and Warsaw Avenue. Alternative 5B has the same issues as Alternative 5A, but will also result in significantly changed local access given the construction of the new interchange.

Traffic Analysis

The traffic analysis was completed using CORSIM, a traffic simulation model. The model results addressed both system wide performance measures as well as more detailed intersection level measures. The complete analysis is presented in the attached Level 2 Traffic Analysis Report.

System Measures

The overall vehicle miles of travel are very similar for all of the alternatives. The vehicle hours of travel vary somewhat more, with Alternative 5A having the greatest increase over the No-Build, an increase of 8 to 15 percent depending on the peak period and whether or not a signal is installed at Evans. Alternatives 4A and 4B, without a signal at Evans show the greatest decrease in total vehicle hours of travel.

These vehicle hours of travel results are directly related to the system wide delay time results. Alternative 5A increases delay time by between 40 and 90 percent. Alternatives 4A and 4B increase delay if a signal is added at Evans, but decrease it if no signal is installed. Alternative 5B results in no change in the AM peak period, but a slight (17%) increase in the PM peak. This is due to the traffic headed to Warsaw Avenue having to pass through a STOP controlled intersection as well as one signalized intersection. This added delay to the Warsaw traffic

(which now runs free flow up to Lower Price Hill) is larger than the modest reduction in delay due to the elimination of the traffic signal at State Avenue.

The average speed (system wide) results are essentially the inverse of the delay results with Alternative 5A having slightly lower system wide speeds and Alternatives 4A and 4B having decreased speeds with a signal and increased speeds without a signal. Alternative 5B again, has little change in the AM peak and a slight reduction in the PM due to the same issue as with the delay.

Intersection Measures

The intersection level analysis indicated that all of the intersections and approaches for the four feasible alternatives would operate at acceptable levels of service given the assumed geometries presented for each alternative. In addition, no major queuing issues were observed that could not be addressed through minor geometric changes such as lengthened turn lanes or ramps. Therefore, it is accurate to say that all of the proposed alternatives are in fact feasible and could be designed to meet acceptable traffic flow guidelines.

Safety and Circulation

One of the major safety issues with the proposed alternatives is related to the possible signal at Evans. Specifically, it may be very difficult to design a signal at Evans with adequate visibility from the east, especially given high westbound approach speeds. This could lead to rear end crash problems. In addition, the elimination of the signal will improve traffic flow and reduce system delay. The negative aspect of this change is the elimination of an important local access point for commercial traffic including Metropolitan Sewer District (MSD) traffic. Closure of this location is likely to cause MSD traffic to pass through the local business district and neighborhood on 8th Street.

The steep intersection approach grades on State, Elberon, and Warsaw present another major safety concern. This is especially true for the alternatives with higher volumes on those approaches such as Alternatives 5A and 5B.

CONCLUSIONS

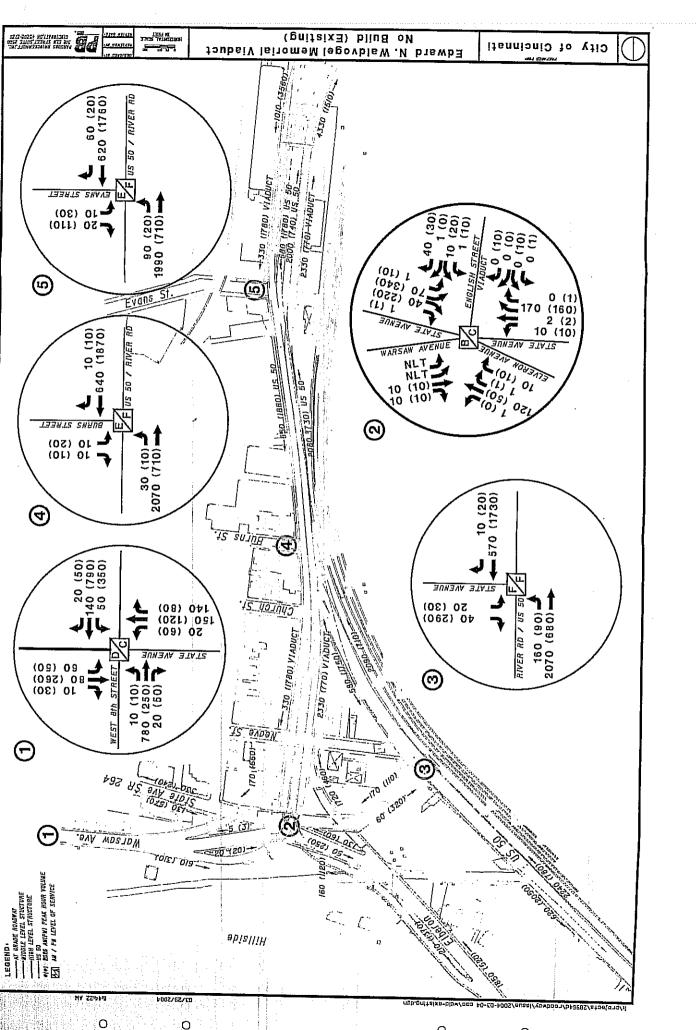
The Level 2 Analysis confirmed that Alternatives 4A, 4B, 5A, and 5B are all feasible. However, each has different benefits and drawbacks. Alternative 4B appears to provide the best traffic flow from a system perspective, while Alternative 5A yields the lowest estimated construction cost. The selection of a preferred operational alternative will take into account all of the factors presented in this analysis, weighing the costs and benefits of each.

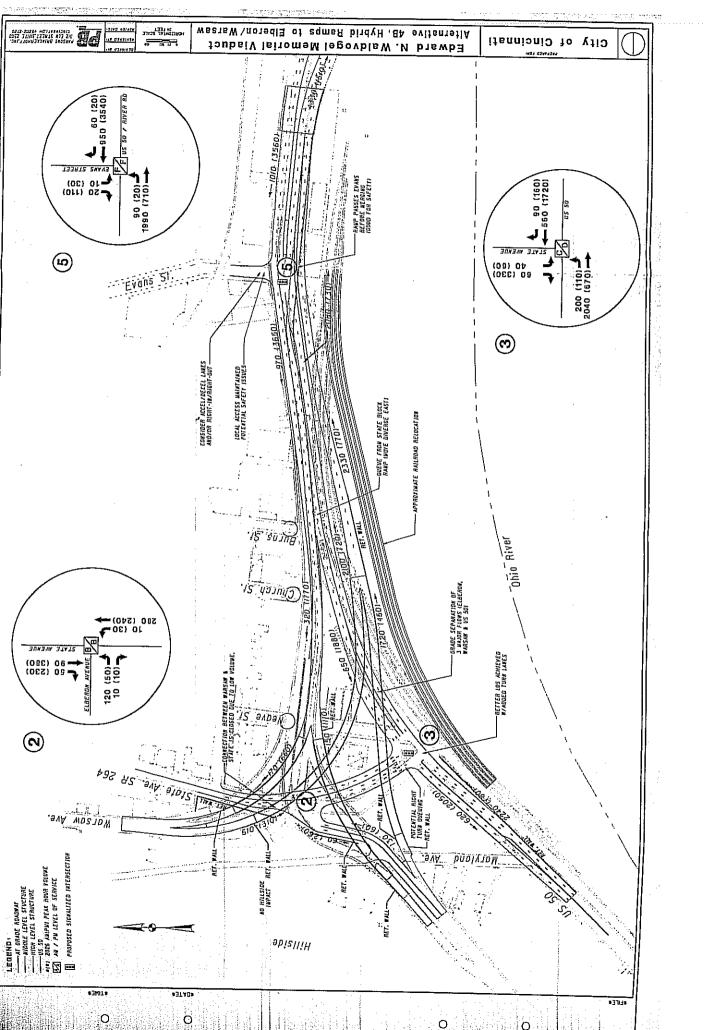
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The proper and early for the project is to spice it to		
State Stat	s intrusion into and the isolation of the Lo e of fraffic of US 50 (River Road) during i	ower Price Hill community, construction, and is a judicious
Signature Sign		
State Stat	Allemative & Allemative & Allemative & Andfried Interaction hybrid Allemative & Stella Aviania and US 50 Intersection is at gracia and Interaction is at gracia and improved.	Alternativo 68: Modified interchange/niterrection lypind Alternative 5: State Avenue and USSG at grade intersection is replaced with a tight clamped intercetion is
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Sign milliones NA	22.55	35.15
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In Partice Hill — No change Free flow for Warsaw and Church folded. Reave, Church and Burns closed. Neave, Church and Burns and Elevenn Per fine flow for Warsaw and Elevenn Neave, Church and Burns and Burns and Burns and Elevenn Neave, Church and Burns		
Heli	Neave, Church and Burns closed,	Neave, Church, and Burns closed.
Integer from Existing Prom Existing	Elberon Is free flow, Warsaw is signalized at State Avenue.	Evans right-in/out only Elberon is free flow, Warsaw is signalized at State Avenue; Grades
Ontail curves) (description) NA Riberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel Minor retaining wall along Elberon on approach to State Steel		are pround 10% Free flow
Ontail curves) (description) No Tight radius at the State Street and US 50 Connection; Step and camps Steep vertical grade Steep vertical grade Evans Right Turn Only) % NA A272 A220 A220 Henge from Existing from Existing a from Existing and safely % NA A220 A220 Intege from Existing from Existing a from Existing a from Existing and safely % NA A220 A220 Intege from Existing a from Exis	Potentially extensive retaining wall along Warsaw	Potentially extensive retaining wall
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A	142	130
NA Salar	11%	2%
18 19 19 19 19 19 19 19	35	21
Fig. 25 Fig. 25 Fig. 25 Fig. 25 Fig. 25 Fig. 25	67%	9%0
Stures (Evans Right Turn Only) Traffic flow and safely deficiencies were identified for miles Aberrative (1 for the previous state)	30	33
Alternive (Evans Right Turn Only) I refine definition of a deficiencies definition of Alternive 4 in the previous A1215	%6-	客
mBes 4205 Alternöve 4 in the previous 4205		
fraffic attalogie	4218	4969
NA Included Seves on US 60 at 2% 2% 2%	40	Jerry.
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Draft - Summary Matrix for Feasible Alternatives;

Market State of the Control

				oran - summary Matrix for Feasible Alternatives:			
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The purpose and need for the project is to replace the existing deficient structure with a facility that improves the flow of traffic, improves safety, meats current design standards, minimizes intrustion into and the tsotation of the Lower Price Hill community, expenditure of public funds.	ce the existing defic IIII and other wester	olent structure with a fac in suburbs, does not de	ally that Improves the flow o	Instantion of the reliance of		ENGLAND STATES OF THE SOLUTION OF THE LEGISLION OF THE LE	Investment Interpretations on and is a judicious
		No-Build Alternative:	Alternation A	A400			
				Allemanye 4A:	Allomative 48	Alternative 5A:	Alternative 5B:
	unita	Replacement of Existing	Current Proposed Design	Modified Interchunge/Intersection hybrid Alternative 4 with single lane exit ramp to ElbernuWersaw, two brough lanes for USSO and improvements to the State Avenue and US SO Intersection.	Modified Interchange/Intersection hybrid Allemative 4 with two lanes for Elberon/Warsaw, two through lanes for USS0 and imprevenents to the State Avence and US 50 histosection.	Modified interchange/intersection flybid Alternative 5. State Avenua and US 50 intersection is at grade and improved.	Modified i hybrid Alle and USSO replace
Vehicle Hours of Travel (VHT)	hours	137	buins, Evans, and State. Therefore a datallad froffic	129	128	148	Interconnye.
Percent Change from Existing	24	NA	simulation model was not	%9-	*8-		rr.
Delay Time (Vehicle-Hours)	vehicte-hours	8	prepared for this alternative.	25	20	8.0	4%
Percent Change from Existing	%	Υ.	4B were examined in detail.	42.	7826-	4.5	35
Average Speed (Miles Per Hour)	miles per hour	172		06	27.72	40%	17%
Percent Change from Existing				7	C'C	28	30
		<u> </u>		348	6%	-6%	-3%
Intersection Measures							
Intersection LOS Issues		Poor LOS at Evans	Ţ	Money			
Queuing Issues		2	8	HIDN	Nane	None	None
				None	None	None .	WB Ramp to State
Safety Issues	l	High Crash Rale		Access at Evans, Steep Grade on State and Elberon	Access at Evans, Slaep Grade on State and Elberott	Steep Grade on Warsaw With High Volume, Access at Evans, Steep Grade on Siale and Eleron, Stewed Intersection at State and Warsaw.	Steep Grade on Warsaw With High Volume, Steep Grade on State and Elberon
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8			THE PROPERTY OF THE PARTY OF TH				新夏田和師如此日本
חממאן חיום מבחלות ו אחומים	(yes/na)	No, Not Improve safety	Yes	Yes	Yes	Concern for hillside stability	funds and concern for hillside





ADDITIONAL SUPPORT INFORMATION

For Program Year 2010 (July 1, 2010 through June 30, 2011), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The existing viaduct is in Critical Condition needing immediate complete replacement. ODOT has assigned the viaduct a Sufficiency Rating of only 3.3 (out of 100 possible) due to the critical condition of the viaduct. Significant deterioration of both primary and secondary structural members is present. Deterioration with significant section loss at the girder support hinges necessitated load restricting the viaduct to 16 ton vehicles (40% of legal loading) in 1993. The ramp to State Avenue was closed in 2006 because of holes through primary structural members. Other holes in column pier bents were plated over as temporary repairs in 2006 to prevent the further down posting of the viaduct. Please see the attached ODOT and City BR-86 reports, load restriction correspondence, and photos for additional information.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is Highly Significant to the safety of the public. The proposed improvement will widen lanes on River Road (US 50) from substandard 10 foot lanes to 12 foot lanes and will also widen the lanes on all ramp bridges. This project will also improve safety by improving the existing substandard geometry to conform to current ODOT standards, by replacing the existing substandard bridge railing on the viaduct with a "crash rated" railing, by removing the existing bridge pier obstructions that are currently in the medians and behind the curb that are within the clearance zone, and by adding right and left turn lanes at State Avenue

Currently the accident rate is 8.1accidents per MVM which exceeds the City average. In the past 3 full years, 2006-2008, 111 accidents have occurred. Since 1997, 4 crash related fatalities have occurred within the corridor. The frequency and severity of the crashes within the project limits serve to document the severity of the safety problems. Sideswipe meeting, sideswipe passing and head-on accidents account for 29% of the accidents and will be significantly reduced by improving the lane widths and the geometry. River Road side streets, Neave Street, Church Street and Burns Street, will be cul-de-saced and Evans Street will be changed to operate as a right-in/right-out only. These improvements to the side streets should almost entirely eliminate all accidents at these intersections which account for 18% of the corridor's accidents. The removal of the viaduct piers along with the improvement to the geometry will significantly reduce the fixed object accidents which account for 12% of accidents. Please see the attached accident report, fatality report and police reports for additional information.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project is Highly Significant to the health of the Public. The existing viaduct is at the end of its useful life and needs to be removed to prevent future collapse. The existing viaduct is in poor condition with advanced deterioration including spalling and falling concrete and peeling and flaking lead contaminated paint. Construction of a new facility will eliminate these health risks. Also, as documented in the CE 3 document, it is expected that the project will remove as much as 20 tons of hazardous waste, 10 tons of solid waste and 40 tons of petroleum-contaminated soil. In addition, the project will create a corridor immediately south of the proposed roadway for a future bicycle/pedestrian path for the Ohio River Trail which will promote health. Please see the attached BHE lead paint report, ODOT CE 3 letter establishing expected unhealthy material removal quantities, and CDC Bike Lane Health report (first three pages only) for additional information.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Western Hills Viaduct Deck Rehabilitation
Priority 2 Barrow/Ridge Intersection Improvement
Priority 3Waldvogel Viaduct Reconstruction
Priority 4 Hillside Avenue at Tyler Avenue Landslide Correction
Priority 5 Red Bank and Madison Improvements
5) To what extent will the user fee funded agency be participating in the funding of the project? (example: rates for water or sewer, frontage assessments, etc.).
N/A

6) Economic Growth - How will the completed project enhance economic growth

Give a statement of the projects effect on economic growth.

This project will Permit More Development by improving the connectivity of Lower Price Hill to the surrounding neighborhoods and downtown. The Waldvogel Viaduct Reconstruction project also helps support the Metro West Development project in Lower Price Hill.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Monday, August 31, 2009 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

<u>Federal:</u>	SAFETEA-LU fund OH240 4R47 HY10 BR	\$ 2,746,356
	SAFETEA-LU fund OH309 4R47 HY20 STP	\$ 4,399,579
	SAFETEA-LU fund OH340 4R47 HY20 STP	\$ 2,278,356
	OKI STP 4TA7 H230/K108	\$14,764,484
State:	ODOT Local Major Bridge Program	\$ 8,700,000
	ODOT Bridge Program	\$ 1,611,225
	ODOT Safety Program	\$ 3,500,000

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

The project will improve capacity by widening the substandard lanes from 10ft to 12ft and improving geometry on River Road (US 50), by adding dedicated right and left turn lanes at the intersection of River Road with State Avenue, by adding a dedicated right turn lane at the intersection of River Road with Evans Street, by changing access of this intersection to right-in/right-out only, and by eliminating the access at the side streets of Neave Street, Church Street, and Burns Street. Please see the attached Preferred Alternative Analysis prepared by PB for additional information.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

<u>No Build</u>	Proposed Geometry
Current Year LOS	Current Year LOS
2026 Design Year LOS <u>F</u>	2026 Design Year LOS _C_
If the proposed design year LOS is not "C" or better, expla	in why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July I of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 3 months (ODOT's ELLIS schedule calls for the project to be awarded 10/1/10)

a.) Are preliminary plans or engineering completed?	Yes X	No		N/A	
b.) Are detailed construction plans completed?	Yes	No	X	N/A	
c.) Are all utility coordination's completed?	Yes	No	X	N/A	ees .
d.) Are all right-of-way and easements acquired (if applicable)?	Yes	No	X	N/A	
If no, how many parcels needed for project?33C	of these, how many	are: Tak	es	21	
		т	emporary	-	12

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project	t,				
Authorization to begin Right of Way acquisition was given by ODOT	on 1/14/09.				
Acquisition is currently in progress. ODOT's ELLIS schedule calls for the	R/W to be				
cleared by 7/9/10. Please see the attached ODOT ELLIS schedule for	<u>additional</u>				
information.					
e.) Give an estimate of time needed to complete any item above not yet completed9Mor	ıtlıs.				
11) Does the infrastructure have regional impact?					
Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or	expanded.				
The Waldvogel Viaduct itself and River Road (US 50) below the viaduct are Majo	r Arterials				
and serve to connect the city center with its western neighborhoods and southwes	tern Ohio.				
Over 50,000 motorists utilize this corridor daily testifying to its major regional impa	act.				
12) What is the overall economic health of the jurisdiction?					
The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.					
13) Has any formal action by a federal, state, or local government agency resulted in a partial or c of the usage or expansion of the usage for the involved infrastructure?	omplete ban				
Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations of building permits, etc. The ban must have been caused by a structural or operational problem to be consumed to submission of a copy of the approved legislation would be helpful.	n issuance of				
Yes. The bridge was posted 16 tons (or 40% of the legal limit) in 1993 following an	inspection				
and analysis by the city's consultant Hazelet + Erdal, Inc. Please see the					
correspondence from Hazelet + Erdal, Inc. Please note that the City of Cir					
administratively empowered by Section 517-35 of the Municipal Code to load restri					
without formal action by City Council, so no approved legislation is available.					
	-				
Will the ban be removed after the project is completed? Yes X No NA					
14) What is the total number of existing daily users that will benefit as a result of the proposed pro	oject?				
For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public tr documentation substantiating the count. Where the facility currently has any restrictions or is partially documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and facilities, multiply the number of households in the service area by 4. User information must be documented by a Professional Engineer (signed and sealed).	closed, use other related				
Fraffic: ADT $52,500$ X 1.20 = $63,000$ Users					
Water/Sewer: Homes X 4.00 = Users					

15) Has the jurisdiction enacted	the optional \$5	license plate	fee, an	infrastructure	levy, a user	fee, or
dedicated tax for the pertinen					•	,

The applying	jurisdiction shall list	what type of fees, levies or taxes they have dedicated toward the type of infrastructure bein
		Bonds are not eligible for points in this category.

Optional \$5.00 License Tax X	
Infrastructure Levy X	Specify type Dedicated portion of City's earning tax
Facility Users Fee	Specify type
Dedicated Tax	Specify type
Other Fee, Levy or Tax	Specify type

SCIP/LTIP PROGRAM ROUND 24 - PROGRAM YEAR 2010 PROJECT SELECTION CRITERIA JULY 1, 2010 TO JUNE 30, 2011

NAME OF APPLIC	ANT:	CINCIMMATI			_
NAME OF PROJEC	CT:	KALDVOGEL	VIADUCT	RECON,	
RATING TEAM:	5				-

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

(20)- Very Poor

17 - Poor

1)

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition
6 Good or Better

No 15+23 1, 20

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

<u>Critical Condition</u> - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

<u>Very Poor Condition</u> - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

<u>Note:</u> If the infrastructure is in "good" or better condition, it will <u>NOT</u> be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

How important is the project to the safety of the Public	and the citizens of the Dis	trict and/or servi	ce area?
25 - Highly significant importance 20 - Considerably significant importance (15)- Moderate importance 10 - Minimal importance 5 - Poorly documented importance 0 - No measurable impact	CRASH REPORT. WET PAVEMENT OF THE DRIVER NOT BECAUSE OF	S SHOW 4 FAILURE TO COUTE F THE STR	Appeal Score
Criterion 2 – Safety The applying agency shall include in its application the reimprove the situation. For example, have there been ve injuries or fatalities? In the case of water systems, are capacity inadequate to provide volumes or pressure for ac Mentioned problems, which are poorly documented, gener Note: Each project is looked at on an individual basis to NOT intended to be exclusive.	chicular accidents attributates existing hydrants non-funct dequate fire protection? In ally will not receive more the	le to the problem ional? In the case all cases, specific an 5 points.	s cited? Have they involved of water lines, is the present documentation is required.
How important is the project to the health of the Public			
15 - Moderate importance 10 - Minimal importance Atomic At	E PATHS FOR FUTURE I'S PROJECT. THER THAN LEAD FO DE NO HEALTH CO THE APPLICATION	HINT, THERE	
Criterion 3 – Health The applying agency shall include in its application the type reduced by the intended project. For example, can the prosatisfactory? If basement flooding has occurred, was it sto case of underground improvements, how will they improve improve health or reduce health risk? In all cases, quantidocumented, generally will not receive more than 5 points.	oblem be eliminated only by form water or sanitary flow? the health if they are storm some fied documentation is req	the project, or w What complaints ewers? How won	ould routine maintenance be if any are recorded? In the
<i>Note</i> : Each project is looked at on an individual basis to care NOT intended to be exclusive.	letermine if any aspects of t	nis category apply.	Examples given above
Does the project help meet the infrastructure repair and Note: Applying agency's priority listing (part of the Additional	replacement needs of the . Support Information) must t	applying agency? e filed with applica	ition(s).
25 - First priority project 20 - Second priority project 15) -Third priority project 10 - Fourth priority project 5 - Fifth priority project or lower	3		Appeal Score
Criterion 4 – Jurisdiction's Priority Listing The applying agency <u>must</u> submit a listing in priority order basis of most to least importance. The form is included in the	of the projects for which it i e Additional Support Inform	s applying. Points nation.	will be awarded on the

2)

To what extent will a user fee funded agency be participating in the funding	of the project?
(10) Less than 10%	or the project.
9 – 10% to 19.99%	
8 – 20% to 29.99%	Appeal Score
7 – 30% to 39.99%	xppear beare
6 – 40% to 49.99%	
5 – 50% to 59.99%	
4 – 60% to 69.99%	
3 – 70% to 79.99%	
2 – 80% to 89.99%	
1 – 90% to 95%	
0 – Above 95%	
Criterion 5 – User Fee-funded Agency Participation To what extent will a user fee funded agency be participating in the funding of the project? frontage assessments, etc.). The applying agency must submit documentation.	
Economic Growth - How the completed project will enhance economic growth (See de	efinitions).
10 – The project will <u>directly</u> secure new employment 5 – The project will permit more development O – The project will not impact development	Appeal Score
Criterion 6 – Economic Growth	
Will the completed project enhance economic growth and/or development?	
Definitions:	
Secure new employment: The project as designed will secure development/employers, v	allial activity
The project as designed will seeme development/employers, v	VIIICII WIII IMMediately add new nermaner

employees. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

List total percentage of "Local" funds 60 %

The project will not impact development: The project will have no impact on business development.

Each project is looked at on an individual basis to determine if any aspects of this category apply. Note:

Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10-50% or higher

5)

6)

8 - 40% to 49.99%

6-30% to 39.99%

4-20% to 29.99%

2 10% to 19.99% Less than 10%

Criterion 7 - Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds - Other").

Matching Funds – <u>OTHER</u>	List total percentage of "Ot	her" funds 🕰 (%
(10/250% or higher	List below each funding sour	rce and percentage
8 – 40% to 49.99% 6 – 30% to 39.99%	ODO T	%
4 – 20% to 29.99%	fediok I	% %
2 – 10% to 19.99%		%
1 – 1% to 9.99% 0 – Less than 1%		%

Criterion 8 - Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

Appeal Score

Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 Project design is for current demand.

- 4 Project design is for minimal increase in capacity.
- 0 Project design is for no increase in capacity.

Criterion 9 - Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

8)

Existing volume x design year factor = projected volume

<u>Design Year</u>	Design year factor		
	<u>Urban</u>	Suburban	Rural
20	1.40	1.70	1.60
10	1 .20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

)	Readiness to Proceed - II SCIP/LTIP funds are granted, when would the construction contract b	e awarded3
		10/1/10
	(5) - Will be under contract by December 31, 2010 and no delinquent projects in Rounds 21 & 22	• -
	3 - Will be under contract by March 31, 2011 and/or one delinquent project in Rounds 21 & 22	

0 - Will not be under contract by March 31, 2011 and/or more than one delinquent project in Rounds 21 & 22

Criterion 10 - Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10- Major Impact 8 – Significant Impact	Appeal Score
6 – Moderate Impact	
4 – Minor Impact	
2 – Minimal or No Impact	

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major_Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

ř	10 Points 8 Points 6 Points 4 Points 2 Points		
	Criterion 12 – Economic Health The District 2 Integrating Committee predeterm may periodically be adjusted when census and o	nines the applying agency's economic health. The enther budgetary data are updated.	economic health of a jurisdiction
13)	Has any formal action by a federal, state, or lexpansion of the usage for the involved infras	local government agency resulted in a partial or structure?	complete ban of the usage or
	10 - Complete ban, facility closed 8 - 80% reduction in legal load or 4-wh 7 - Moratorium on future development, 6 - 60% reduction in legal load 5 - Moratorium on future development, 4 - 40% reduction in legal load 2 - 20% reduction in legal load	, not functioning for current demand	Appeal Score
14)	moratorium must have been caused by a structu will cause the ban to be lifted.	tion to show that a facility ban or moratorium has be ural or operational problem. Points will only be aw	rarded if the end result of the project
14)	10- 30,000 or more 8 - 21,000 to 29,999 6 - 12,000 to 20,999 4 - 3,000 to 11,999 2 - 2,999 and under	ers that will benefit as a result of the proposed pr Appeal	
	documentation. Documentation may include cur	ion. A registered Professional Engineer must cer arrent traffic counts, households served, when conv for the roads and bridges, but only when certifiable in	erted to a measurement of persons.
15)	Has the applying agency enacted the optional pertinent infrastructure? (Provide documenta	\$5 license plate fee, an infrastructure levy, a use tion of which fees have been enacted.)	er fee, or dedicated tax for the
	Two or more of the above 3 - One of the above 0 - None of the above		Appeal Score
The app	on 15 – Fees, Levies, Etc. blying agency shall document (in the "Additional the type of infrastructure being applied for. Bond	l Support Information" form) which type of fees, less are not eligible for points in this category.	levies or taxes they have dedicated

12)

What is the overall economic health of the jurisdiction?